SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6

SOUTHERN PACIFIC COMPANY

SAN ANTONIO, HOUSTON, and DALLAS DIVISIONS

SPECIAL INSTRUCTIONS No. 3

SUPERSEDING SPECIAL INSTRUCTIONS No. 2

EFFECTIVE SUNDAY, FEBRUARY 16, 1964
AT 12:01 A. M.
CENTRAL STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY
IN EFFECT

G. W. KELLY,
General Manager.

L. R. SMITH,
B. M. STEPHENS,
Assistant General Managers.

J. E. ADAMS,
Superintendent of Transportation.

J. D. RAMSEY,
Superintendent, San Antonio Division.

L. A. PATTERSON,
Superintendent, Houston Division.

S. E. TANNER,
Superintendent, Dallas Division.

RULE A. Employes must have a copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, with page revisions listed on Page 1, revised April 1, 1961.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and sidings.

There are numerous other structures with impaired clearances on yard and station tracks, and employes must be familiar with their location and avoid personal injury.

Employes are prohibited from riding or walking on the roof of any moving car.

(Exception: Employes may ride on the roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.)

RULE 1. Form prescribed for recording variations of standard clock with time signal has been discontinued.

RULE 4-B. Timetable bulletins and bulletin books will be issued and maintained separately by divisions covering territories as outlined on Page 5, and will bear signature of superintendents of divisions affected.

Following numbers will be assigned each division:

San Antonio	1 to 299, inc.
Houston	300 to 599, inc.
Dallas	600 to 899, inc.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H & 15. On the

Eagle Pass Branch
Galveston Branch
Guy Branch
Palacios Branch
Yoakum Branch
Shiner Branch
Cuero Branch
Waco Branch
Paris Branch
Cameron Branch
Jacksonville Branch (only between Briggs and Bonita Jct.)

yellow signal will be displayed one-half mile from point of restriction and when a torpedo is exploded in vicinity of yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile beyond torpedo and yellow signal.

RULES 10-I and FORM Y TRAIN ORDER. A train or engine within limits of a Form Y Train Order at effective time of order must not proceed unless orally authorized by foreman in charge of work, or a proceed signal with green flag or light is received.

Where the term "Foreman" is used in these Rules, Timetable Bulletins, Special Instructions and Form Y train orders, it will also apply to Southern Pacific employe in charge of work.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on the:

Eagle Pass Branch
Kerrville Branch
Palacios Branch
Austin Branch
Paris Branch
Fort Worth Branch
Jacksonville Branch
Waco Branch
Cameron Branch
Llano Branch
Shiner Branch

Certain signs have words "SPRING SWITCH" "TURNOUT" or "DRAWBRIDGE" above and below figures. Such signs indicate speed which must not be exceeded while entire train is passing over spring switch, turnout or drawbridge, three-fourths mile beyond speed sign.

RULE 14(k). On double track, whistle signal 14(k) must also be sounded to call attention of engine crews and train crews of trains of the same class and of inferior trains moving in the opposite direction, to signals displayed for a following section.

RULE 14(l). Where there are two or more road crossings in close proximity, standard whistle sign bearing letter "X" may have sign beneath it showing number of crossings involved and whistle must be sounded for each crossing in compliance with engine whistle signal 14(l).

RULE 16(e). Will not apply at El Paso, Sanderson, San Antonio and Houston.

RULE 16(k). El Paso, Sanderson, San Antonio and Houston: When standing apply or release air brakes.

RULE 19. When oil-burning markers are used, only one marker will be displayed.

Markers will not be displayed on the following branches:

Palacios Branch
Paris Branch
Cameron Branch

Last sentence of Item (5) is cancelled.

RULES 20, 21, 21-A, 21-B, 21-C. Trains, except Nos. 1 and 2 or sections thereof, will not display train indicators but will display engine number in place provided for train indication. Engine number will not be removed on arrival at destination.

When engine is equipped with white classification lights they must be illuminated day and night when running as an extra train and when so equipped white flags will not be displayed as provided by Rule 21-B.

RULE 97. On double track or two main tracks or within Interlocking, CTC or A-PB limits trains may run extra without train-order authority moving with the current of traffic on double track, but must obtain clearance before commencement of trip, if at an open train-order office except Eastward trains originating T&P Jct. may leave without clearance if train-order signal is displaying proceed indication.

RULE 99-C. Will apply between the following stations:

Flatonia and Yoakum
Victoria and Beeville
Skidmore and Edinburg Yard
Corpus Christi and Skidmore
Beeville and Tower 112
Eagle Lake and Bellaire Jct. (Bellaire Branch)
Tower 26 and Jordan except between Nacogdoches and Bonita Jct.
Tower 17 and Victoria
Guy Jct. and Guy
Deer Park and Galveston
Pershing and Brenham
Austin Jct. and Llano
South Sherman Jct. and Garrett
Hearne and Eureka
Briggs and Bonita Jct.
Fort Worth and Garrett
Paris and Commerce
Waco and Bremond
Waco and Cameron

RULE 103-A. When a train or engine is standing on any track to be met or passed by a train or engine and a public crossing at grade is to be opened to permit traffic to cross, the opening must, if practicable, clear crossing by 100 feet each side and member of crew must, if practicable, protect the open crossing against movement of trains or engines on adjoining tracks and when coupling up.

RULE 104-A. When inside switches are not equipped with hooks or locks, it will not be necessary to otherwise secure or render report.

RULE 105. When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by dwarf signals displaying "Proceed" Fig. E or G, Rule 281, or "Proceed Not Exceeding Medium Speed" Fig. F or G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM KEY-RELEASES

Where automatic signal protection is provided for movements from an adjacent track to main track, "Key-Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time-release has operated, after which signal should display proceed indication if block is clear.

Trains required to enter siding where signals are arranged as above must not pass home signal until after switch has been lined for siding.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of switch; or if movement is to be made from such track or through a crossover to a main track, until block indicator indicates "block clear", on opposite track.

Within CTC or Interlocking limits before lock-box door is opened to enter main track or controlled siding, permission must be obtained from train dispatcher or operator, who must be notified when work completed and lock-box door closed and locked.

After lock-box door is opened, lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked".

Lock lever must not be returned to lock position until all movements over switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked.

When block indicators indicate "block occupied", instructions posted inside lock-box must be complied with if movement is to be made to a main track while approach circuit is occupied by another train or engine, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that removal of switch lock has same effect as opening lock-box door. Instead of being equipped with an "UNLOCKED" indicator, these locks may have a pilot light that indicates by illumination when lock is unlocked.

When a pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of electric lock. It is to be used only in case of electric or mechanical failure as indicated by failure of time-release to function after several minutes. When necessary, break seal and push button to operate emergency lock release. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

MECHANICAL SWITCH LOCKS

After lock-box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after flag protection is provided.

RULE 535. Where switch point indicators are provided for protection of facing point movement over spring switches the following will govern:

Aspect	Indication
Green	Lined for normal movement.
Red	Stop; open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

RULE 605. INTERLOCKING

Movements governed by diverging route or dwarf signals must be made with caution and position of switches observed as such signals may govern movements for various routes.

CENTRALIZED TRAFFIC CONTROL

RULE 765-A. The first sentence is amended to read as follows: When track is obstructed or impassable or before Maintenance of Way and Structures employes obstruct track or in any way render track impassable between stations, foreman will obtain work limits and clock time limit between opposing absolute signals from train dispatcher unless protected by Form Y train order.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident, it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses, identification of train; confirmation that whistle, bell and headlight or headlights were operating; and direction of vehicle. Signed statements are not to be given. Should police officers desire any additional information, they should be courteously referred to Claims Department representative.

RULE 824. At terminals where Special Instructions require application of hand brakes on freight trains, outgoing crews may release surplus hand brakes but must know that the required number of hand brakes are not released until road engine is coupled and brake system charged.

RULE 827. Back-up movements must not be made for purpose of making inspection. When necessary to make back-up movement under other conditions, extreme care must be exercised to be sure all brakes are released and minimum necessary power used in starting and shoving train.

When setting out cars with hot boxes, packing must be removed from box, fire extinguished and packing left in safe location. Avoid leaving cars near wooden structures. If evidence of fire on car, responsible employe, using member of train crew if necessary, should be left in charge, with fire extinguisher or other fire-fighting material.

RULE 829. If hot bearing, brakes sticking, wheels sliding, dragging equipment, insecure lading, or any other dangerous condition is detected or crew notified of such condition, train must stop, have inspection made by crew, and condition corrected, if possible, or other action taken to insure safety.

RULE 846. When making moves with a car or cars on main track within yard limits, a trainman must be stationed on rear car while in motion, when practicable.

RULE 880. Competent firemen may be provided with a card, Form S-2209, issued by Road Foreman of Engines, permitting them to handle engines in presence and under direction of engineer, responsibility remaining with engineer, as follows:

1. In yard service not to exceed two hours in any eight hour shift, after fireman has had at least one year's experience.
2. In road freight service after fireman has had two year's actual service and at least one year in road service.
3. Firemen, regardless of experience, shall not be permitted to operate engines handling occupied passenger and outfit equipment.

AIR BRAKE RULES

RULE 2. When temperature is 32 degrees above zero or less, air brake system must be blown out as follows before coupling any engine to any train:

Place automatic brake valve handle on lap, then open angle cock at rear of engine, then move brake valve handle suddenly to release position, with selector cock in main reservoir position, causing heavy flow of air throughout brake pipe, which should blow out any condensation that may have accumulated in brake system. Similar action must be taken when yard air is used.

Before road test is made on any freight train, after engine is coupled to train, blow out air brake pipe hose on head end of train as follows:

Close angle cocks between second and third cars; break air hose under pressure; close angle cocks between first and second cars; break air hose under pressure; close angle cocks between first car and engine; break air hose under pressure; then couple hose and cut in all closed angle cocks. During this test, engineer must drain dirt collector on brake pipe.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br. Cyl. Rel.", or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 23. The following series of cars are equipped with AB brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SP 345000 - 345669	Gondolas
SP 463500 - 463999	Hoppers (open top)
SP 467500 - 467549	Hoppers (open top)
SP 491000 - 491059	Hoppers (covered)
SP 492000 - 492039	Hoppers (covered)
SP 500604	Flat Car

Before leaving a station where such cars have been added to the consist, engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 33. When gross tonnage of freight trains handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of trains must not exceed 45 MPH.

When gross tonnage exceeds 85 tons per operative brake, maximum speed must not exceed 25 MPH on descending grades of 1.2% to 1.5% where such descent exceeds one mile. Locations where such restrictions will apply follow:

Lufkin Subdivision: Eastward, Fitzie Hill, MP 154.4, and MP 156.1.

Fort Worth Branch: Westward, MP 47; Eastward, MP 50.

Llano Branch: Eastward, MP 55.97; Westward, MP 57.45.

MISCELLANEOUS

When trains or engines meet or pass in vicinity of public crossings at grade, they must take such additional measures as may be necessary to know that every reasonable effort is made to avoid vehicular accidents.

Cars with gross weight in excess of that shown below must not be handled between stations listed:

Between	Cars
San Antonio Division	
El Paso and Glidden	300,000
Spofford and Eagle Pass	*263,000
San Antonio and Kerrville	**251,000
Harwood and Gonzales	251,000
Victoria and Beeville	300,000
San Antonio and Corpus Christi	***251,000
Gregory and Rockport	****240,000
Skidmore and McAllen	263,000
Edinburg Jct. and Brownsville	263,000
Dallas Division	
Flatonia and Yoakum	263,000
Flatonia and Hearne	300,000
Houston and T&P Junction	300,000
T&P Junction and Sherman	263,000
Sherman and Denison	300,000
Brenham and Austin	270,000
Austin and Stolz, MP 90.5 (Llano Branch)	251,000
MP 90.5 Stolz and Llano (Llano Branch)	210,000
Fairland and Marble Falls	251,000
Bremond and Waco	251,000
Waco and Cameron	251,000
Bonita Junction and Briggs	251,000
Commerce and Paris	251,000
Garrett and Fort Worth	263,000
Houston Division	
Glidden and Houston	300,000
Bellaire and Eagle Lake	270,000
Eagle Lake and Sheridan	251,000
Houston and Galveston	300,000
Houston and Shreveport	270,000
Rosenberg and Victoria	300,000
Guy Junction and Guy	251,000
Wharton and Newgulf	300,000
Newgulf and Palacios	251,000
Port Lavaca and Stockdale	251,000
Yoakum and Kenedy	263,000

*Cars with gross weight exceeding 251,000 lbs. must not be handled over Bridge 34.42 Rio Grande River.

**When handling cars with gross weight of more than 210,000 lbs. speed of 20 MPH must not be exceeded over all bridges between Tower 112 and Kerrville.

***Cars with gross weight of 286,000 lbs. may be handled between Gregory and Beeville, and when gross weight of car exceeds 251,000 lbs., speed of 25 MPH must not be exceeded.

Cars with gross weight of 263,000 lbs. may be handled between Beeville and San Antonio but must have an empty car on each side of any load in excess of 251,000 lbs. over Bridge 44.64 San Antonio River.

****Cars with gross weight of 286,000 lbs. may be handled between Gregory and Reynolds Aluminum plant, and when gross weight of car exceeds 240,000 lbs., speed of 20 MPH must not be exceeded.

SAN ANTONIO DIVISION

Valentine and Del Rio Subdivisions, Flatonia Subdivision San Antonio to Glidden; Alice Subdivision except Beeville to Victoria, will be under jurisdiction of Superintendent, San Antonio Division.

HOUSTON DIVISION

Glidden, Galveston, Victoria and Lufkin Subdivisions, Alice Subdivision Victoria to, but not including Beeville, will be under jurisdiction of Superintendent, Houston Division.

DALLAS DIVISION

Flatonia Subdivision, Flatonia to Hearne; Shiner Branch; Austin and Ennis Subdivisions will be under jurisdiction of Superintendent, Dallas Division.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in SPEED RESTRICTIONS FOR TRAINS and TONNAGE RATING TABLES:

NOMINAL CLASSIFICATION	RUNNING FORWARD With Train or Light	RUNNING BACKWARD With Train or Light
DF-1 to 12 with 60/17 gear ratio trucks	75	#30
DF-1 to 15 with 61/16 gear ratio trucks	75	#30
DF-1 to 14 with 62/15 gear ratio trucks	70	#30
DF-100	65	##65
DF-101, 103 to 107, 109 and 112	35*	##35*
DF-115, 119, 123, 126	65	##65
DF-114, 117 with 62/15 gear ratio trucks	65	##65
DF-114, 117 with 65/12 gear ratio trucks	55	##55
DF-116, 118, 120	70	##70
DF-121, 122, 124, 125	70	##70
DF-127	65	##65
DF-500, 501	70	##70
DF-502	70	##70
DF-600, 601	70	##70
DF-602, 603, 606 with 60/17 gear ratio trucks	75	##75
DF-602, 603, 606 with 61/16 gear ratio trucks	75	##75
DF-604, 605, 607 to 616	70	##70
DF-617 to 622	75	##75
DF-800	70	#30
DP-4, 7, 12	75	#30
DP-5, 6, 8, 9, 10, 11	75	#30
DP-13	75	#30
DS-1, 4, 5	45	45
DS-6 to 12	60	60
DS-100 to 108, 110 to 115, 117 to 122	60	##60
DS-109	65	65
DS-200 to 205	35	35
DS-300 to 302	35*	##35*
DS-303	65	##65
DS-400 to 402	65	##65
DS-500 to 506	55	##55
DS-600 to 606	65	##65
DS-607	60	##60
RDC	75	#30
Any steam or diesel locomotive not listed	35	25
ENGINE NUMBERS		
SSW 750 to 759	75	##75
SSW 800 to 819	75	##75
SSW 820 to 831	70	##70
SSW 850 to 859	75	##75
SSW 901 to 975	70	#30

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

##When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

*Except when operating on branch lines speed restricted to 30 MPH and on all lines with less than 90 lb. rail must not exceed 25 MPH.

DF and DP class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

DF-1-15 and DP class engines operated with engineer in other than lead unit in direction of movement must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to Chief Train Dispatcher, who will designate train in which engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

All diesel units being towed in trains may be moved with engine shut down and, unless conditions make it desirable, such as movement of a disabled unit, a messenger will not be required. All diesel units towed in trains should have doors unlocked.

Maximum speed of trains handling engines in tow must not exceed speed for that engine.

When two or more diesel switchers or road switcher type of similar construction to switchers are moved in tow in trains they must be separated by placing a car between them. Movement of other road type diesel units may be made with two or more units coupled if condition of track or structures will permit.

Diesel units in tow, weighing 150,000 lbs. or more equipped with 24RL or 26L brake equipment, may be handled in any convenient location in train.

Diesel units in tow, weighing 150,000 lbs. or more equipped with either 14EL, 6DS, 6BL or 6SL brake equipment must be located not more than five cars from head end of train to assure brakes release after brake application actuated near rear of train.

Diesel units weighing less than 150,000 lbs. must be placed near rear of train.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown on Page 6 is subject to further restrictions applicable to engines in train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on Page 5, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on Page 7 and TONNAGE RATING TABLE appearing on Pages 34 to 40 inclusive of Special Instructions for All Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms, or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

NOTE: PROTECTED CURVES—SPEED SIGNS GOVERN

BETWEEN	PASSENGER TRAINS AND LIGHT ENGINES MPH	FREIGHT AND MIXED MPH
SAN ANTONIO DIVISION		
El Paso & Glidden	*75	60
Eagle Pass and Spofford	30	30
Kerrville and MP 266.5 (Kerrville Branch)	25	25
MP 266.5 (Kerrville Branch) and Tower 112	30	30
Beeville and Skidmore	50	50
Skidmore and Alice	49	49
Alice and Lozano	45	45
Lozano and Brownsville	49	49
Edinburg Jct. and McAllen	40	40
Corpus Christi and Skidmore	40	40
Beeville and Tower 112	49	49
HOUSTON DIVISION		
Glidden & Houston	*75	60
West Junction and MP 9.4 (via Harrisburg)	40	40
MP 9.4 & Tower 81 (via Harrisburg)	30	30
Tower 81 & Englewood (via Harrisburg)	20	20
Tower 17 & MP 14 (Victoria Subdivision)	40	40
MP 14 (Victoria Subdivision) and Victoria	49	49
Victoria and Beeville	49	49
Eagle Lake and MP 50 (Bellaire Branch)	35	35
MP 50 and MP 20 (Bellaire Branch)	30	30
MP 20 and Bellaire Junction (Bellaire Branch)	35	35
MP 1.42 and MP 7.24 (Lufkin Subdivision)	30	30
MP 7.24 and MP 10 (Lufkin Subdivision)	40	40
MP 10 (Lufkin Subdivision) and Jordan	49	49
Harrisburg and Sinco	30	30
Sinco and Deer Park (MP 17)	20	20
Deer Park (MP 17) and MP 43	40	40
MP 43 and Galveston	30	30
Wharton Junction & MP 3 (Palacios Branch)	30	30
MP 3 & MP 13 (Palacios Branch)	49	49
MP 13 & Bay City	30	30
Bay City & Palacios	25	25
Guy and Guy Junction	20	20
Stockdale and River Jct.	25	25
River Jct. and Victoria	30	30
Victoria and Port Lavaca	20	20
Kenedy and River Jct.	20	20
Cuero and Yoakum	30	30
DALLAS DIVISION		
Denison and North Sherman Junction	60	60
North Sherman Junction & MP 13.6 (Dallas Belt Line)	49	49
MP 13.6 (Dallas Belt Line) & T&P Jct.	60	60
T&P Jct. and Forest Ave.	55	55
Belt Junction and Eureka	60	60
Fort Worth and Garrett	49	49
Waco and Bremond	20	20
Flatonia and Giddings	60	60
Giddings and Hearne	49	49
Flatonia and Yoakum	30	30
Waco and Cameron	20	20
Bonita Junction and Briggs	40	40
Commerce and Paris	20	20
AUSTIN BRANCH		
Austin and Giddings	49	49
Giddings and Brenham	40	40
LLANO BRANCH		
Llano and MP 90.5 (Stolz)	20	20
MP 90.5 (Stolz) and MP 85	40	40
MP 85 and MP 77	49	49
MP 77 and MP 69	40	40
MP 69 and MP 60.24	49	49
MP 60.24 and Austin	40	40

*Light engine may operate at passenger train speed not exceeding 70 MPH.

Between El Paso and Flatonia, SP freight trains, unless otherwise restricted, containing no restricted cars (as described on page 7 under "Maximum Speed Permitted with Certain Equipment"), are authorized to operate at passenger trains speeds, not exceeding 65 MPH, and on restricted curves, speed signs for passenger trains will govern but not exceed 60 MPH and between Corsicana and Hearne, freight trains, unless otherwise restricted, containing no restricted cars (as described on page 7 under "Maximum Speed Permitted with Certain Equipment") may operate at 65 MPH when speed sign authorizes 60 MPH, provided:

1. Do not exceed 120 cars and 40 tons per operative brake; or,
2. When carrying 90 pound brake pipe pressure, do not exceed:

Number of Cars	Tons per Operative Brake
	60
70	59
75	58
80	57
85	56
90	55
95	54
100	53
105	52
110	51
115	50
120	49
125	

BSM connection handling 105 cars or less, when tonnage per operative brake does not exceed above tabulation, unless otherwise restricted, may operate at 70 MPH on tangent track between Corsicana and Hearne where speed signs authorize 60 MPH. Between Flatonia and El Paso may operate at 70 MPH on tangent track and unprotected curves; on protected curves, speed signs for passenger trains will govern, but do not exceed 65 MPH.

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains must not exceed 59 MPH, and speed of freight trains and light engines must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPEED RESTRICTIONS FOR MAIN TRACK:	Not Exceeding MPH
Through turnout at east end of double track, East Yard	25
Through turnout at west end of double track, Withers	35

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except	15
Through slip switches (including tangents)	10
Through turnouts on other than sidings	10
On Branches	10
EL PASO TERMINAL	
On all turnouts listed below:	
West and East turnouts Ice House crossover	25
Industry tracks	10
Repair, store and material tracks, shop yard	10
SAN ANTONIO DIVISION	
Through turnouts and controlled sidings Sierra Blanca, Lasca, Small, Finlay, McNary, Iser, Tornillo and Clint	25
Through turnouts T&P psgr. and frt. connections Sierra Blanca	25
Leaving east and west turnouts No. 1 and No. 2 tracks Sanderson	20
Cadet Spur (San Antonio)	20
Harwood, Spur between Harwood and Gonzales	20
Gonzales, over St. Joseph St.	6
Gregory, Spur between Gregory and Rockport	20

Maximum speed leaving the following siding turnouts is:

	MPH West End	MPH East End		MPH West End	MPH East End
Valentine	25	25	Sabinal	20	—
Nopal	20	—	Hondo	25	—
Paisano	20	20	Dunlay	20	20
Toronto	20	25	Lacoste	20	20
Altuda	25	25	Kirby	25	20
Marathon	25	25	Schertz	20	20
Rosenfeld	20	20	Seguin	20	20
Shaw	25	25	Kingsbury	20	20
Malvado	25	—	Luling	25	20
Shumla	25	—	Sandy Fork	25	25
Amistad	25	25	Waelder	20	20
Spofford	—	25	Flatonia	25	—
Uvalde	20	20			

HOUSTON DIVISION

Through turnouts and controlled sidings Stella, Missouri City, Sugar Land, Harlem and Rosenberg	25
Except through west turnout Rosenberg	15
Through connection Glidden-Victoria Subdivisions Tower 17	15
Heacker, South End Building Materials track	8
Strang, Houston Lighting & Power Co. lead	20 tangent 15 curves
Shreveport Yard, track No. 21 between Red Junction and North Scale track switch	10

DALLAS DIVISION

Through turnouts and controlled sidings Bremond and Seger	25
Except through east turnout Bremond	20
T&P Junction through connection between SP and T&P main tracks	25
Tower 19, Dallas, curves on freight route between MKT Compress crossing and GC&SF connection	10
Wall Street Underpass, Dallas, connection between SP and SSW	10
Fairland, Spur between Fairland and Marble Falls	25

Maximum speed leaving the following siding turnouts is:

	MPH West End	MPH East End		MPH West End	MPH East End
Angus	25	20	Groesbeck	25	25
Gude	20	20			

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH El Paso to West Jct., Flatonia to Hearne, Denison to Englewood, Englewood to Shreveport, Tower 17 to Victoria.	MPH on Main Tracks Alice Subdivision, Corpus Christi and Fort Worth Branches.	MPH on other Main Tracks
Twin or multiple loads	50#	50	25
Scale Test Cars, except	40	40	30
SP MW 2024 may operate at freight train speed for territory in which operated			
Cars with arch bar trucks	40	35	25
Pile-drivers	40*	25*	20*
Relief outfits with steam derrick	35*	25*	20*
Power shovel on own wheels	35*	25*	20*
Ditcher on own wheels	35*	25*	20*
Locomotive cranes:			
with boom disconnected, light end forward	20*	20*	20*
with boom in place either end forward	25*	25*	20*
with boom disconnected, heavy end forward, except:	45	25*	20*
SP MW 5858	35*	25*	20*

When handling equipment shown above movement must not exceed 15 MPH between Gonzales and Harwood.

#The maximum speed for twin or multiple loads between El Paso and West Junction; Flatonia and Giddings, and between Englewood and Miller, is 60 MPH.

*On curves where authorized speed is more than 15 MPH, speed must be reduced to 5 MPH less than shown on speed signs.

Maximum speed permitted with relief outfits with relief cranes SP MW 5846, 5847, 5848, 5850, 5851, 7032 is 45 MPH on main track El Paso to West Junction, Flatonia to Hearne and Hearne to Corsicana. On curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

SP MW 5852 must not be operated between the following stations unless specifically authorized by Superintendent:

Spofford and Eagle Pass	Victoria and Cuero
Gregory and Corpus Christi	River Jct. and Stockdale
	Newgulf and Palacios
Gregory and Rockport	Guy Jct. and Guy
Alice and McAllen	Eagle Lake and Sheridan
Edinburg Jct. and Brownsville	Austin and Llano
	Bremond and Waco
San Antonio and Kerrville	Waco and Cameron
Harwood and Gonzales	Bonita Jct. and Briggs
Victoria and Port Lavaca	Commerce and Paris

Where permitted to operate, speeds are to be the same as shown for locomotive cranes under section headed "Maximum Speed Permitted With Certain Equipment".

When SP MW 5852 locomotive crane pile driver is handled in trains boom must be in trailing position.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose	65	—
Passenger trains with caboose	65	—
Engine and caboose only, except	—	65
must not exceed speed for same engine running light		
Logs loaded on flat or logging cars, except	—	25
on curves	—	20
through truss bridges and passing stations	—	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, train will reduce speed to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼″ in length must not exceed 10 MPH. When flat spots are not in excess of 3¼″ long, such cars may be operated at maximum authorized speeds.

RULE 26. On diesel fueling tracks at Piedras and Laurel Sts., El Paso, a blue light will not be attached to reflectorized blue "Men At Work" signs when displayed at night.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
1319.87	El Paso (No. 2 Track)	
1291.54	" (No. 1 Track)	
	" (Carrizozo Subdivision)	1300.54
	San Antonio Division	820.00

Freight trains must not enter receiving tracks unless proceed signal received from yardman, green flag by day, green light by night, or on oral instructions from yardmaster or his representative.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

T&P yard track crossing River track near foundry. Movements over this crossing may be made only after flagman has preceded the movement.

RULE 103-A. Automatic crossing warning device on No. 3 track at Globe Mills is not connected with two industry tracks at Globe Mills and flagman must precede any movement over crossing on either of these two tracks.

Ashley: State Highway crossing on Fort Bliss spur. Approach circuits of automatic crossing warning device indicated on rail joints on each side of crossing. When these circuits are occupied and crossing is not entered within one minute signals cease to operate.

To operate or restart signals, insert switch key in either of the KEY RELEASE boxes located on each signal mast and turn SLOWLY one complete turn to right.

RULE 104. Split point derails in B, C and D units of El Paso yard are located on west end of tracks Nos. 16, 17, 18, 29, 33, 34 and west end of lead opposite PFE salt house.

RULE D-151. Between Ice House Crossover, MP 1320.90, and El Paso (Union Depot) the three main tracks are designated as follows:

North track	No. 1 Track, current of traffic westward;
Middle track	No. 2 Track, current of traffic eastward;
South track	No. 3 Track, current of traffic eastward.

Eastward trains may use No. 2 Track or No. 3 Track being governed by block signal indication.

Movements against the current of traffic between end of CTC, Anapra and Tower 196, El Paso, may be authorized by Train order or orally by the Train Dispatcher and protection for such movement authorized orally will be provided jointly by the Train Dispatcher and the Yardmaster, El Paso.

RULE 292. Eastward trains and engines enroute Alfalfa unit must not pass Signal 8232 while flashing white light on signal mast is displayed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When Signal 8263 displays stop indication westward trains and engines must sound one long blast of engine whistle and if signal fails to display proceed indication after whistle is sounded, call operator at Tower 47 before applying Rule 509(d).

Signals 8231 and 8233 located on signal bridge west end Alfalfa unit govern movements as follows:

Signal 8231 governs movement on Westward Track.

Signal 8233 governs movement from drill track to Westward Track.

Westward trains or engines stopped by Signal 8231 must actuate push button, wait 45 seconds and if signal does not display a proceed indication may proceed under the provisions of Rule 509(d).

Westward trains or engines leaving Alfalfa unit from drill track and stopped by Signal 8233 may, provided no westward movement is approaching on Westward Track, actuate push button and, if after waiting 2 minutes and 50 seconds, signal does not display a proceed indication, may proceed under the provisions of Rule 509(d) after first complying with Rule 513.

Signal 8226 located west of facing point crossover from Eastward Track to Westward Track Alfalfa unit governs movements as follows:

Top unit governs movement on Eastward Track;
Bottom unit governs movement into yard.

Both crossovers and lead switch into yard must be lined before signal will display "Proceed on Diverging Route at Restricted Speed".

When Signal 8226 displays stop indication an eastward train or engine to enter Alfalfa unit at this location may, after stopping, proceed at restricted speed if proceed signal received from yardman, green flag by day, green light by night, which will indicate protection on Westward Track has been provided in the directions necessary to safeguard movement.

Signals 8223 and 8225 located on signal bridge Alfalfa unit (near Little Flower Road) govern movements as follows:

Signal 8223 governs movement on Westward Track;

Signal 8225 governs movement from yard to Westward Track and will not display any indication unless crossovers are lined for movement from yard to Westward Track.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Alfalfa unit	West end of crossover from drill to Westward Track	Westward Track

RULE 605. INTERLOCKING

Ice House Crossover, MP 1320.90: Eastward SA signal governs movement as follows:

Top unit	To No. 3 Track;
Bottom unit	To No. 2 Track.

When signal displays stop indication a member of crew must call operator at Tower 196. Telephone located on instrument case.

Dual control switch under control of operator at Tower 196. When necessary to hand-throw this switch, permission must be obtained from operator and be governed by Rule 772.

El Paso (Union Depot) Tower 196: Limits on No. 1 Track and No. 2 Track extend from Signal 8299 to westward interlocking signal near (San Antonio Division) MP 828.20 and No. 3 Track from east end Union Depot yard to Campbell Street overpass.

Yardmaster Union Depot will inform operator when passenger trains are ready to leave; when yardmaster not available, conductors will furnish this information.

Tower 47: Limits on No. 1 Track and No. 2 Track extend from eastward interlocking signals near (San Antonio Division) MP 828.20 east of trainway to westward interlocking signals at (San Antonio Division) MP 827.40 and on Carrizozo Subdivision to absolute signal at MP 1297.82.

Westward three-unit signal at MP 1297.82 Carrizozo Subdivision governs movements as follows:

Top unit	Westward to No. 1 Track;
Middle unit	Eastward to San Antonio Division Double Track;
Bottom unit	To other diverging routes.

SPECIAL INSTRUCTIONS EL PASO TERMINAL

Eastward two-unit signal at connection with Carrizozo Subdivision and San Antonio Division Double Track governs movement as follows:

Top unit	To Westward Track against current of traffic;
Bottom unit	Through crossover to Eastward Track.

Dual control switches connecting T&P yard between River track and River track with T&P lead are under the control of operator. When necessary to hand-throw these switches, permission must be obtained from operator and be governed by Rule 772. Crank to operate switches and telephone for communication with operator are located on instrument house at San Antonio Street crossing.

GENERAL REGULATIONS

RULE 825. Before engine is detached in A, B, C and D units or before engine is detached from freight trains yarded on eastbound or westbound main track at Dallas Street, at least five hand brakes must be set on east end and five hand brakes on west end of trains and cuts of cars, unless authorized by Yardmaster on arrival to not set brakes on west or east end of train. Any employe releasing any of these brakes must first set as many others to replace them.

Hand brakes on cars on rear of outbound trains must not be released until engine is coupled to train and air through train.

Sufficient hand brakes must be set on all trains arriving Union Depot when portion of train is left beyond apex of the grade at east end of Union Depot yard.

RULE 826. Indicator lights located above tracks at each end of East and West crossovers from C Yard lead to track 18 and at crossover leading from track 16 to track 17 of P.F.E. icing platform, govern movement on those tracks as follows:

Green	Tracks may be used for train or switching movements.
Yellow	Tracks may be entered, switched and engines, cars or cabooses added or detached.
Red	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not lighted	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

MISCELLANEOUS

The El Paso Terminal is under the jurisdiction of the Superintendent of the Tucson-Rio Grande Division.

Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that company.

The main tracks between El Paso (Union Depot) and Tower 47 are designated:

North track	No. 1 Track;
Middle track	No. 2 Track;
South track, between Union Depot and Campbell Street overpass	No. 3 Track.

SPEED RESTRICTIONS ON MAIN TRACK:	Not Exceeding MPH
Between west limits Tower 196 (San Antonio Division) MP 829.90 and Dallas Street (San Antonio Division) MP 827.71	20
Between Dallas Street (San Antonio Division) MP 827.71 and east limits Tower 47 (San Antonio Division) MP 827.40, and between Dallas Street (San Antonio Division) MP 827.71, and east limits Tower 47 Carrizozo Subdivision MP 1297.82	15
Between east limits Tower 47 (San Antonio Division) MP 827.40 and (San Antonio Division) MP 820.00	35

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

(For movement within yard limits El Paso, also see Special Instructions, El Paso Terminal)

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Eastward	
619.68	0.04 (P&SF only)

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	El Paso (Valentine Subdivision)	820.00
737.18	(East limits of CTC) Sierra Blanca	735.00
670.31	Valentine	665.96
634.82	Marfa	629.84
611.20	Alpine	604.00
579.00	Marathon	572.19
517.61	Sanderson	504.40

RULE 211. Will apply when letter "M" is illuminated in letter-type indicators as follows:

On Signal	Approaching
Eastward Signals	
East End Siding	Sierra Blanca

RULE 221. Unit for display of flashing white light installed at following location:

Station	Location	Direction
Marathon	On train-order signal	Eastward and Westward

Display of flashing white light indicates operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device. Absolute signals listed as "P-A":

Eastward Signal	Protection	Westward Signal
P-7912	High water detector Bridge 788.46	P-7865
P-A	(East end siding McNary)	
	High water detector Bridge 767.49	P-7671
P-7578	High water detector Bridge 756.60	
	(West end siding Small)	P-A
P-7230	Spring switches, Bola	P-7213
P-7208	High water detector Bridges 719.70 and 718.73	P-7179
P-7154	High water detector Bridges 714.65 and 713.60	P-7125
P-7090	High water detector Bridge 707.57	P-7057
P-7058	High water detector Bridge 705.32	P-7047 P-7045
P-7046	Spring switches, Collado and High water detector Bridges 704.27 and 703.20	P-7027
P-7028 P-7026	High water detector Bridge 702.11	P-7017
P-7016	High water detector Culvert MP 700.13	P-6997
P-6998	High water detector bridge 699.31 and Culvert MP 698.74	P-6973
P-6846	Spring switches, Chispa and high water detector Bridge 684.54	P-6829
P-6686	Spring switch west end siding, Valentine	
P-6526	High water detector Bridge 651.82	P-6519
P-6518	High water detector Bridge 651.00	P-6507
P-6506	High water detector Bridges 650.46 and 649.94	P-6489
P-6432	Spring switches, Aragon	P-6421
P-6388	High water detector Bridge 636.41	P-6345
P-6266	Spring switches, Nopal	P-6255
P-6242	High water detector Bridge 622.51	P-6213
P-A	(East end siding Paisano)	
	High water detector Bridge 618.08	P-6153
P-6176	High water detector Bridge 617.30	P-6153
P-6152	High water detector Bridge 612.75	
	(West end siding Toronto)	P-A
P-A	(East end siding Toronto)	
	High water detector Bridge 610.69	P-6103
P-5984	High water detector Bridge 597.80	P-5957
P-5922	Spring switches, Altuda	P-5909
P-5908 P-5910	High water detector Bridge 590.61	P-5899
P-5900	High water detector Bridge 588.80	P-5883
P-5868	High water detector Bridge 585.83	P-5851
P-5786	Spring switches, Marathon and high water detector Bridge 577.57	P-5767
P-5660	High water detector Bridge 564.54	P-5639
P-5600	High water detector Bridge 559.28	P-5585
P-5586	High water detector Bridge 556.61	P-5565
P-5528	Spring switches, Tesnus	P-5515
P-5516 P-5518	High water detector Bridges 551.45, 550.52 and Culvert MP 550.94	P-5503
P-5482	High water detector Bridges 548.01, 547.45 and 546.90	P-5463
P-5444	High water detector Bridge 542.67	P-5421
P-5410	Spring switches, Rosenfeld	P-5401
P-5386	High water detector Bridge 536.80	P-5365
P-5366	High water detector Bridges 534.87 and 534.82	P-5345
P-5322	High water detector Bridges 531.91 and 531.08	P-5311
P-5288	High water detector Bridge 527.35	P-5271
P-5266	High water detector Bridge 526.50	P-5251
P-5198	High water detector Bridges 519.50 and 518.39	P-5179
P-5168	Spring switch west end yard Sanderson	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time-Release
Bola, west and east end siding	3 mins.
Collado, west and east end sidings	3 mins.
Chispa, west and east end siding	3 mins.
Altuda, west and east end siding	3 mins.
Rosenfeld, west and east end siding	3 mins.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Bola	West and east end siding	Main track
Collado	West and east end siding	Main track
Chispa	West and east end siding	Main track
Valentine	West end siding	Main track
Aragon	West and east end siding	Main track
Nopal	West and east end siding	Main track
Altuda	West and east end siding	Main track
Marathon	West and east end siding	Main track
Tesnus	West and east end siding	Main track
Rosenfeld	West and east end siding	Main track

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Sanderson	West end yard	Main Track
*Sanderson	Switch connecting east end No. 1 and No. 2 track	No. 1 Track

*Equipped with switch point indicator.

This spring switch may be trailed through when lined for either No. 1 or No. 2 yard track.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	6686	Valentine	Proceed on main track to east end yard.
S	6686	Valentine	Enter siding.
2	6686	Valentine	Enter yard track No. 2.
3	6686	Valentine	Enter yard track No. 3.
M	6671	Valentine	Proceed on main track to west end yard.
S	6671	Valentine	Enter siding.
2	6671	Valentine	Enter yard track No. 2.
3	6671	Valentine	Enter yard track No. 3.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Belen and Sierra Blanca:

Limits extend between:

Absolute signals at fouling point end of double track Belen and absolute signals at T&P passenger junction, Sierra Blanca.

Dual control switches are equipped with selector lever and hand-throw lever.

Hand-operated main track switches between Belen and Sierra Blanca equipped with electric switch locks except:

Fort Hancock spur, MP 776.1.
Gypsum spur, MP 758.0.

Trains or engines using Fort Hancock or Gypsum spurs must have main track occupied continuously or main track switch left open. These tracks must not be used for meeting or passing trains.

Paisano and Alpine:

Limits extend between:

Eastward absolute signal located 60 feet west of west switch of siding Paisano and westward absolute signal located just west of train-order office, Alpine.

Signals controlled by operator Alpine acting upon authority of train dispatcher.

Main track switch west end industry track Alpine is hand-operated and absolute signal is provided to govern movement from industry track to main track; see Rule 774.

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

When authorized by absolute signal indication, a train from P&SF Railway may enter main track at Paisano or Alpine Junction without stopping to ascertain what instructions relating to track conditions are in effect as prescribed by Rule 781.

Operator must not clear signals for a movement from P&SF Railway at Paisano or Alpine Junction until permission from train dispatcher has been obtained and engineer informed of instructions relating to track conditions, if any.

Dual control switches within these limits are equipped with a crank for hand-throw operation.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars.

Not less than the required number of brakes will be set, as follows:

Sierra Blanca
All tracks —Not less than five brakes on east end.
Valentine —Not less than four brakes on west end.
Alpine Junction
Transfer Tracks —Not less than ten brakes on east end.
Sanderson —Not less than ten brakes on east end.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
754.87	West of Small	Rocky Point Bridge	Side
756.75	East of Finlay	Quitman Canyon Bridge	Overhead & Side
619.10	East of Paisano	Rock Cut	Side
618.80	East of Paisano	Rock Cut	Side
515.82 515.90	Sanderson	Brackets on poles south side main track	Overhead & Side

SPEED RESTRICTIONS

60 MPH Between MP 820.0 and Belen

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Marfa	60
Alpine	50

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—DEL RIO SUBDIVISION

(For movements within yard limits San Antonio, also see Special Instructions, San Antonio Yard Limits)

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Eastward		Westward	
506.47	0.10	379.36	0.10

RULE 93. Yard limits are established at the following stations:

West MP		East MP
517.61	Sanderson	504.40
380.56	Del Rio	373.91
343.70	Spofford (Del Rio Line)	339.03
1.61	Spofford (Eagle Pass Branch)	
320.98	Cline	318.20
303.28	Uvalde	299.17
260.65	Hondo	257.07
225.00	San Antonio	
	Eagle Pass	31.52
242.40	San Antonio (Kerrville Branch)	

Eagle Pass: Main track ends at east switch of Industry Track serving Molasses Company at MP 32.52. All tracks west of this point are yard tracks.

Kerrville: Main track ends at Lumber Spur switch MP 308.27. All tracks west of this point are yard tracks.

RULE 103-A.

Del Rio, Main Street Crossing, (between Psgr. and Frt. Stations):

Train must not exceed 5 MPH approaching and until engine covers crossing. Before any light engine, switching, or coupling up crossing movement is made, member of crew must be stationed at crossing to afford protection to traffic while movement is being made, using lighted fusee when conditions warrant.

At locations indicated below, a member of crew must take position at crossing to afford protection to traffic:

Eagle Pass	Quarry Street
Cline	Highway 90
Knippa	Highway 90

RULE 104.

Normal position of rigid switches at junction:

Spofford — Stem wye switch Eagle Pass branch and west wye switch lined for movement Eagle Pass branch into yard track No. 2; East wye switch lined for through movement on Del Rio line.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows:

On Signal	Approaching
4434	Langtry

RULE 221. Unit for display of flashing white light installed at following locations:

Station	Location	Direction
Langtry	On train-order signal	Eastward and Westward
Sabinal	On train-order signal	Eastward and Westward

Display of flashing white light indicates that operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-4928	Spring switches, Mofeta	P-4915
P-4816	High water detector Bridge 480.54	P-4799
P-4772	Spring switches, Shaw	P-4759
P-4666	Spring switches, Malvado	P-4653
P-4578	High water detector Bridge 457.56	P-4567 P-4565
P-4568	Spring switches, Pumpville	P-4557
P-4482	Falling rock detector west of Langtry	P-4465
P-4466	High water detector MP 445	P-4447
P-4448	High water detector MP 444	P-4435
P-4434	Spring switches, Langtry	P-4423
P-4396	High water detector MP 438	P-4381
P-4326	Spring switches, Shumla	P-4305
P-4284#	Dragging equipment detector High Bridge	P-4279#
P-4172	High water detector Bridge 415.66	P-4157
P-4144	Spring switches, Comstock	P-4133
P-4116	High water detector Bridge 409.94	P-4097
P-4038	High water detector Bridge 403.60	P-3995
P-3944	*Dragging and wide load equipment detector Devil's River Bridge	P-3925* P-3923*
P-3926	Spring switches, Amistad	P-3905
P-3858	High water detector Bridge 385.03	P-3835
	Spring switch east end yard Del Rio	P-3775
P-3672	High water detector Bridge 365.99	P-3659
	Spring switch east end siding Spofford	P-3409
P-3092	High water detector Bridge 307.79	P-3075
P-3020	Spring switches, Uvalde	P-3007
P-2794	Spring switch west end siding Sabinal	
P-2596	Spring switch west end siding Hondo	
P-2492	Spring switches, Dunlay	P-2479
P-2346	Spring switches, Lacoste	P-2335

#Signals P-4284 and P-4279 located each side Pecos River Bridge are equipped with unit for display of flashing white light; see Rule 292.

When signal displays stop indication and, in addition, flashing white light, train may proceed in accordance with Rule 507, 509 or 510.

When signal displays stop indication without flashing white light, careful inspection must be made of entire train for derailed wheels, dragging equipment or other unsafe condition before proceeding in accordance with Rules 507, 509 or 510.

*Signal P-3944 governing eastward trains and signals P-3925 and P-3923 governing westward trains, at Devil's River Bridge are equipped with unit for display of flashing white light; see Rule 292.

When signal displays stop indication and, in addition, flashing white light, train may proceed in accordance with Rules 507, 509 and 510.

When signal displays stop indication without flashing white light, before proceeding careful inspection must be made of entire train for derailed wheels, dragging equipment, shifted loads, or other unsafe conditions, and after train has been inspected operate key release on signal after which signal should indicate proceed. If signal fails to indicate proceed, Rules 507, 509 and 510 must be complied with.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Release	Time-Release
Mofeta, west and east end siding	3 mins.
Malvado, west and east end siding	3 mins.
Pumpville, west and east end siding	3 mins.
Langtry, west and east end siding	3 mins.
Shumla, west end siding	3 mins.
Comstock, west and east end siding	3 mins.
Uvalde, west and east end siding	3 mins.
Sabinal, west end siding	3 mins.
Hondo, west end siding	3 mins.
Dunlay, west and east end siding	3 mins.
LaCoste, west and east end siding	3 mins.

Location of Mechanical Switch Locks:

Spofford.......East leg of wye

RULE 516: Overlap post:

Odlaw.......Eastward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Mofeta	West and east end siding	Main track
Shaw	West and east end siding	Main track
Malvado	West and east end siding	Main track
Pumpville	West and east end siding	Main track
Langtry	West and east end siding	Main track
Shumla	West and east end siding	Main track
Comstock	West and east end siding	Main track
Amistad	West and east end siding	Main track
Spofford	East end siding	Main track
Uvalde	West and east end siding	Main track
Sabinal	West end siding	Main track
Hondo	West end siding	Main track
Dunlay	West and east end siding	Main track
Lacoste	West and east end siding	Main track

Spring switches not equipped with facing point locks located as follows:

Location		Normal position
Del Rio	East end yard Del Rio	Main track
*Sanderson	Switch connecting East end No. 1 and No. 2 Tracks	No. 1 track

*Equipped with switch point indicator.

This spring switch may be trailed through when lined for either No. 1 or No. 2 yard track.

RULE 605. INTERLOCKING

Sanderson: East switch of yard is power-operated; switch and signals controlled by operator in train-order office.

When signal does not display desired indication, member of crew must communicate with operator by telephone located near switch. When authorized by operator, switch may be cranked by hand; instructions for which are posted in telephone box.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes will be set, as follows:

Sanderson —Not less than ten brakes on east end.
Del Rio —Not less than four brakes on west end.
—Not less than four brakes on east end of cuts of cars east of highway overpass.
Eagle Pass—Not less than three brakes on west end of interchange tracks 1, 2 and 3 and Piedras Negras main track.

RULE 829: Hot box detectors are located at MP 313.3, between Cline and Uvalde, and at MP 243 between Dunlay and Lacoste.

When train enters approach circuit white light located at detector will display continuous illuminated white light while train is passing, and if light changes to flashing white light it will indicate a hot box. Light on south end of cross arm applies to south side of train, and light on north end of cross arm applies to north side of train.

When hot box is detected in addition to flashing white light a signal will be transmitted on radio as follows:

One beep indicates hot box on engineer's side and two beeps indicate hot box on fireman's side of train regardless of direction of movement.

SPECIAL INSTRUCTIONS—DEL RIO SUBDIVISION

When flashing white light is observed or beep signal is received on radio, train must be stopped immediately and inspected. If lights not burning, report should be made to Chief Train Dispatcher from next open train-order office.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
506.90 506.98	Sanderson	Brackets on poles south side main track	Overhead & Side
481.80	East of Dryden	Rock cut	Side
481.00	East of Dryden	Rock cut	Side
475.47	East of Shaw	Thurston Canyon Bridge	Overhead & Side
474.20	East of Shaw	Rock cut	Side
473.34	East of Shaw	Thurston Canyon Bridge	Overhead & Side
466.80	West of Malvado	Meyers Canyon Bridge	Overhead & Side
440.35	East of Langtry	Rock cut	Side
435.50	East of Langtry	Rock cut	Side
430.20	East of Shumla	Rock cut	Side
430.00	East of Shumla	Rock cut	Side
429.10	East of Shumla	Rock cut	Side
426.20	East of Shumla	Rock cut	Side
422.80	West of Comstock	Rock cut	Side
422.50	West of Comstock	Rock cut	Side
421.80	West of Comstock	Rock cut	Side
377.35	Del Rio	San Felipe Bridge	Overhead & Side
365.99	East of Johnstone	West Sycamore Bridge	Overhead & Side
365.82	East of Johnstone	East Sycamore Bridge	Overhead & Side
356.06	West of Pinto	Pinto Bridge	Overhead & Side
339.53	East of Spofford	Lindsay Bridge	Overhead & Side
334.48	East of Spofford	West Elm Bridge	Overhead & Side
332.67	West of Odlaw	East Elm Bridge	Overhead & Side
330.31	West of Odlaw	Highway Underpass	Side
322.53	East of Odlaw	Highway 90 Overpass	Overhead
307.79	West of Uvalde	Nueces Bridge	Overhead & Side
300.14	East of Uvalde	Leona Bridge	Overhead & Side
291.44	West of Knippa	West Frio Bridge	Overhead & Side
290.98	West of Knippa	East Frio Bridge	Overhead & Side
285.00	East of Knippa	Blanco Bridge	Overhead & Side
280.58	West of Sabinal	Sabinal Bridge	Overhead & Side
267.84	West of D'Hanis	Seco Bridge	Overhead & Side
253.29	West of Dunlay	Hondo Bridge	Overhead & Side
225.47	West of Withers	East Medina Bridge	Overhead & Side

EAGLE PASS BRANCH

MP	LOCATION		DESCRIPTION
34.42	Eagle Pass	Rio Grande Bridge	Overhead & Side
26.58	East of Eagle Pass	Elm Bridge	Overhead & Side

KERRVILLE BRANCH

MP	LOCATION		DESCRIPTION
285.54	East of Comfort	Guadalupe Bridge	Overhead & Side

SPEED RESTRICTIONS

15 MPH between MP 276.95 and MP 277.05, (Kerrville Branch) account possibility of falling rock expecting to find large rocks on track.

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Del Rio	30
Sabinal	45
Hondo	45

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—SAN ANTONIO YARD LIMITS

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD		WESTWARD	
208.80	0.50	207.35	0.95
		207.98	0.32

RULE 93. Yard limits are established at the following stations:

West MP		East MP
225.00	San Antonio (Del Rio Subdivision)	
242.40	San Antonio (Kerrville Branch)	
5.37	San Antonio (Alice Subdiv.)	
	San Antonio (Flatonia Subdivision)	203.54

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

MP 238.6 (Kerrville Branch)—M. P. crossing: Standard crossing gate equipped with light is located at grade crossing between main track of M. P. and main track of SP.

Light on gate will display RED when gate is set against route and GREEN when route is clear.

Movements approaching crossing on either line must be made with caution (restricted speed) prepared to stop before crossing is reached. When gate is set against M. P. movements, SP movements may be made over crossing without stopping by operating the power unit over crossing at restricted speed, not exceeding six (6) MPH, after which train may be operated at maximum authorized speed.

Should gate be inoperative or should light not be displayed by night, movements on either line must stop and route known to be clear before proceeding. Crews of both M. P. and SP will not be required to change position of gate after making move over crossing.

MP 238.2 (Kerrville Branch)—MKT crossing

RULE 103-A. Sherman, Burleson, Lamar, Burnet, Dawson, Houston, Crockett, Center, Commerce, Montana, Wyoming, Dakota and South Flores Streets, San Antonio, are equipped with automatic crossing gates. Key-controller is provided at each crossing, except Sherman, Burleson, Lamar, Burnet and South Flores Streets, for switching movements on secondary tracks. Automatic crossing gates may be operated by inserting switch key and turning SLOWLY one complete turn to the right.

Do not exceed 10 MPH entering following street crossings and, if necessary, flagman must be sent ahead before proceeding:

SAN ANTONIO (Kerrville Branch)
Olmos Drive, Hildebrandt Avenue,
Cincinnati Avenue, Culebra Avenue,
and Probandt Street.

Speed may be resumed after crossing is covered.

Stop must be made and member of crew must protect traffic while making engine or switching movement over W. W. White Road crossing (Loop 13), old Cuero main. In addition, burning fusee must be placed on each side of track while engines or cars are moving over crossing during hours of darkness and during inclement weather.

RULE 104. San Antonio: Normal position of inside crossover switch from station tracks west end passenger station to westward track, is for movement through crossover.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2188	Spring switch end double track Withers	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time-Release
Withers, Dwarf signal only	3 minutes

SPECIAL INSTRUCTIONS—SAN ANTONIO YARD LIMITS

RULE D-506. Automatic Block Signals Numbers 2063, 2075, 2076 and 2078 govern movements in both directions on double track between Interlocking Tower 121 and remote control interlocking at east end of double track East Yard.

Rule 509 as applied to single track or Rule 510 will apply when signals display stop indication for trains moving against current of traffic.

RULE 535. SPRING SWITCH

Spring switch equipped with facing point lock located as follows:

Location		Normal position
Withers	End double track	Eastward track

Spring switch not equipped with facing point lock located as follows:

Location		Normal Position
San Antonio	West end crossover from station tracks to westward track	Westward track

RULE 605. INTERLOCKING

Tower 105 (MP Crossing): When Signal 2140 (approaching Tower 105 eastward, on eastward track) displays stop indication, eastward trains or engines with more than 80 cars must stop clear of Kirk Street and communicate with operator before proceeding, to avoid blocking Zarzamora Street.

Tower 112 (MKT Crossing).

Tower 121 (Olive Street, San Antonio):

Engines moving westward over Hackberry Street on auxiliary track must approach interlocking switch, located just east of Hackberry Street, expecting to find it lined for either route.

East Yard: Switches connecting east end of yard with main track and end of double track are power operated; switches and signals are controlled by operator in Tower 121.

When signals do not display desired indication, member of crew must communicate with operator.

When authorized by operator, power-operated switches may be cranked by hand, instructions for which are posted in telephone box on instrument case.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK Between MP 225.00 (Del Rio Subdivision) and Withers.

Absolute signals located at:

MP 225.00 on main track,
Fouling point on Priest Spur, MP 224.30, } Electric
Fouling point on Cadet Spur, MP 221.80, } Locks
Fouling point westward and eastward main track, Withers.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes must be set, as follows:

San Antonio (Passenger Station)—Not less than two brakes on west end;

East Yard—Not less than two brakes on east end of cuts of cars west of walkway, and not less than ten brakes on east end of cuts of cars east of walkway.

MISCELLANEOUS

Westward movements to roundhouse at San Antonio must stop clear of Hackberry Street until shopman indicates designated track on which engine is to be received.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
212.16	Del Rio Subdiv.	Nogalitos Street Underpass	Side
240.42	Kerrville Branch	Expressway Underpass	Side
238.34	Kerrville Branch	Expressway Underpass	Side
209.35	San Antonio Psgr. Sta.	Depot Umbrella Sheds	Overhead & Side
208.10	Curve at Diesel Shop	Fence (westward track)	Side
206.24	Flatonia Subdiv.	MKT Underpass	Side
204.64	West of Kirby	Salado Creek Bridge	Overhead & Side

SPEED RESTRICTIONS

*Through corporate limits of San Antonio trains and engines must not exceed speed indicated:

Between	MPH
MKT Underpass to East Yard office	40
East Yard office to Zarzamora Street	30
Zarzamora Street to West City Limits	40
Tower 112 to City Limits (Kerrville Branch)	15
Tower 112 to MP 5.37 (Alice Subdivision)	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

Do not exceed 10 MPH in eastward movement over Simpson Street crossing, Mile Post 0.1, Alice Subdivision.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

(For movements within yard limits San Antonio, also see **Special Instructions, San Antonio Yard Limits)**

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD		**WESTWARD**	
		120.03	1.08
		119.91	1.20

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	San Antonio	203.54
180.00	Seguin	171.87
145.25	Harwood	142.25
122.76	Flatonia (San Antonio-Glidden)	118.00
27.80	Flatonia (Yoakum-Hearne)	30.53
90.00	Glidden	78.16
119.96	Yoakum (Yoakum-Shiner Branches)	1.41
65.92	Giddings	57.13
57.75	Giddings (Austin Branch)	55.00
4.73	Hearne	

Hearne: There is no main track between MP 119.00 and MP 120.8 Ennis Subdivision. Between these points all tracks are yard tracks.

Stop must be made at fouling point of junction switch entering Hearne yard unless junction switch is lined, route is designated and known to be clear.

Giddings (Austin Branch): There is no main track between MP 55.38 and MP 56.52. Between these points all tracks are yard tracks.

Yoakum: Main track ends at yard limit sign MP 1.41. All tracks west of this point are yard tracks.

Gonzales is a station located on spur 12.3 miles from Harwood and operation of engines between Harwood and Gonzales will be in accordance with rules and regulations and special instructions governing movements on other than main track, except that movements must be made with caution, not exceeding 20 MPH.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

RULE 103-A. At locations indicated below a member of crew must take position at crossing to afford protection to traffic:

Blumberg Spur, MP 179.3 — Highway 78.
Nolte Spur, MP 178.2 — Highway 78.
Seguin — All movements on industry tracks over Highway 90.
Gonzales — St. Joseph Street.
Giddings — Switching movements over Highway 290.

RULE 104. Normal position of rigid switches at junctions:

Flatonia	Shiner Branch, for San Antonio Line.
Hearne Junction	Ennis Subdivision, for Flatonia Line.

RULE 221. Unit for display of flashing white light installed at following locations:

Station	Location	Direction
Seguin	On train-order signal	Eastward and Westward
Giddings	On train-order signal	Westward

Display of flashing white light indicates operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 286. Near Hearne, distant signal D-38 when displaying yellow aspect indicates proceed not exceeding medium speed prepared to stop short of switch point indicator west end New track MP 2.4.

RULE 306. Following block signals equipped with triangular plate bearing letter "P", have included in their control limit, some special protective device:

Eastward Signal	Protection	Westward Signal
P-2030	Spring switches, Kirby	P-2015
P-1928	Spring switches, Schertz	P-1917
P-1738	Spring switches, Seguin	P-1727
P-1648	Spring switches, Kingsbury	P-1635
P-1556	Spring switches, Luling	P-1535
P-1398	Spring switches, Sandy Fork	P-1387
P-1312	Spring switches, Waelder	P-1301
P-970	Collision detector highway underpass Bridge 95.36	P-933

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time-Release
Kirby	East end siding	3 mins.
Schertz	West and east end siding	3 mins.
Seguin	West and east end siding	3 mins.
Kingsbury	West and east end siding	3 mins.
Luling	West and east end siding	3 mins.
Sandy Fork	West and east end siding	3 mins.
Waelder	West and east end siding	3 mins.

Signs reading "Approach Circuit" located 200 feet east of Signal 1927 on north side of siding Schertz and 200 feet east of Signal 1395 on south side siding Sandy Fork, governs westward trains on siding, trains must not pass these signs or open a switch within approach circuit until opposing train has entered the block.

RULE 516. Overlap Posts:

MP 53.18	Westward trains
Hearne Jct. MP 2	Westward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Kirby	West and east end siding	Main track
Schertz	West and east end siding	Main track
Seguin	West and east end siding	Main track
Kingsbury	West and east end siding	Main track
Luling	West and east end siding	Main track
Sandy Fork	West and east end siding	Main track
Waelder	West and east end siding	Main track

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Hearne*	West end yard	Old main track
Hearne*	New track	Main track

*Equipped with switch point indicators.

Facing point movement must not exceed 35 MPH over these switches.

RULE 605. INTERLOCKING

Flatonia (Tower 3, SP Crossing): West switch of siding is power-operated; switch and signals controlled by operator.

Trains approaching Flatonia and finding governing interlocking signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track, ahead of or against all trains to the interlocking signal at the opposite end of the siding.

RULE 680. AUTOMATIC INTERLOCKING

West Point, MKT Crossing.
Tatsie, M.P. Crossing.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letters	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	P-2030	Kirby	Proceed on main track to east end siding.
S	P-2030	Kirby	Enter siding.
M	P-2015	Kirby	Proceed on main track to west end siding.
S	P-2015	Kirby	Enter siding.
Z	P-1635	Kingsbury	Provided train holds timetable or train-order authority to continue on main track, it may pass signal displaying stop indication without stopping or inspecting spring switch as required by Rules 293 and 306 but must not exceed restricted speed through the block.

RULE 760. CENTRALIZED TRAFFIC CONTROL.

East Yard and Kirby.

Limits extend between:

Eastward absolute signal MP 206.2, East Yard, and westward absolute signals west end siding, Kirby.

Signals controlled by operator, Tower 121, acting on authority of train dispatcher.

Main track switches listed below are hand-operated and absolute signal is provided to govern movement from these tracks to main track (See Rule 774).

Humble spur, MP 205.6.
Industry spur, MP 204.3.
Texaco spur, MP 203.7. (Electric lock)

Telephones for communication with operator, Tower 121, are located at the above tracks.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

Glidden........Not less than five brakes on east end.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Flatonia	Over track scales in Oil Mill Track.
All engines	Shiner	Over track scales in Oil Mill Track.
All engines except DS	Hearne, MP 2.4	Tracks within plant General American Transportation Corp.

Giddings: 89-ft. and longer cars must not be operated around Brenham connection.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
193.10	West of Schertz	Cibolo Bridge	Overhead & Side
178.43	West of Seguin	Guadalupe Bridge	Overhead & Side
172.34	East of Seguin	Geronimo Bridge	Overhead & Side
156.48	West of Luling	West San Marcos Bridge	Overhead & Side
150.27	East of Luling	Plum Bridge	Overhead & Side
139.98	West of Sandy Fork	Sandy Fork Bridge	Overhead & Side
127.06	East of Waelder	Peach Bridge	Overhead & Side
108.95	West of Schulenburg	West Navidad Bridge	Overhead & Side
108.31	West of Schulenburg	Foster Bridge	Side
103.41	East of Schulenburg	East Navidad Bridge	Overhead & Side
95.36	East of Weimar	Highway Underpass	Side
51.14	West of Winchester	Colorado River Bridge	Overhead & Side
52.52	West of Winchester	Bridge 52.52	Side
66.82	West of Giddings	Bridge 66.82	Side
54.94	West of Dime Box	Bridge 54.94	Side
48.09	West of Dime Box	Bridge 48.09	Side
41.84	East of Dime Box	Bridge 41.84	Side
38.43	Deanville	Bridge 38.43	Side
31.92	West of Caldwell	Bridge 31.92	Side
30.20	East of Caldwell	Bridge 30.20	Side
28.50	East of Caldwell	Bridge 28.50	Overhead
19.48	West of Varisco	Brazos River Bridge	Overhead & Side
17.87	East of Varisco	Bridge 17.87 (Main-Siding)	Side
	SHINER BRANCH		
10.95	East of Shiner	Bridge 10.95	Side
21.19	Moulton	Bridge 21.19	Side

SPEED RESTRICTIONS

15 MPH through curve connecting Dallas Division and San Antonio Division, Flatonia.

10 MPH through Brenham connection, Giddings.

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Schertz	55
Seguin	45
Luling	25
Waelder	60
Flatonia	30
Schulenburg	30
Weimar	30
Giddings (Flatonia Subdivision)	25
Giddings (Austin Branch)	10
Hearne	35

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—ALICE SUBDIVISION

(For movements within yard limits San Antonio, also see Special Instructions, San Antonio Yard Limits)

RULE 10-J. Speed sign authorizing increase in speed to 25 MPH for eastward trains is located at Mile Post 146.53, just west of Reef Bridge, Corpus Christi. Speed may be increased immediately after engine passes sign.

LOCATION WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED.

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
ALICE SUBDIVISION					
18.88	18.24	17.13	16.40	17.13	18.24
BROWNSVILLE BRANCH					
143.65	142.89	142.65	142.00	142.65	142.89
160.61	159.25	159.00	158.22	159.00	159.25
171.69	170.97	170.73	170.07	170.73	170.97
173.15	172.81	172.61	171.92	172.61	172.81
192.02	191.36	191.13	190.52	191.13	191.36
204.40	203.74	203.25	202.53	203.25	203.74
McALLEN BRANCH					
144.90	144.11	143.93			

RULE 31. Corpus Christi city ordinance prohibits sounding of engine whistle except where there is imminent danger of an accident. In observing this ordinance, engineer should sound whistle if in his judgment an accident may be prevented.

Certain street crossings between CCTA and Reef Bridge are identified by two yellow stripes painted horizontally under the letter "X" on the whistle signs applying to such streets where whistles shall be sounded not to exceed ten seconds unless in judgment of engineer an accident may be prevented.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	Brownsville	203.37
176.86	Harlingen	171.04
165.60	Santa Rosa	163.90
154.67	Elsa	152.56
	McAllen	150.50
145.00	Edinburg (McAllen Branch)	
143.97	Edinburg	138.87
81.50	Falfurrias	77.57
45.87	Alice	40.86
16.13	Mathis	10.99
	Corpus Christi	144.60
142.00	Gregory (Corpus Christi Branch)	136.17
3.00	Gregory (Rockport Spur)	
124.37	Sinton	121.23
106.30	Skidmore (Corpus Christi Branch)	
1.60	Skidmore (Alice Subdivision)	102.69
96.39	Beeville (Skidmore-San Antonio)	90.50
96.39	Beeville (Skidmore-Victoria)	143.00
63.05	Kenedy	60.35
	Kenedy (Yoakum Branch)	174.68
5.36	San Antonio	
94.74	Victoria	87.62
30.00	Victoria (Cuero Branch)	25.00

Brownsville: Main track ends at Edelstein spur, MP 203.88. All tracks west of this point are yard tracks.

McAllen: Main track ends at east switch of run-around track at Pecan Street, MP 151.13. All tracks west of this point are yard tracks.

Alice: There is no main track between MP 43.30 and MP 42.20. All tracks between these points are yard tracks.

Corpus Christi: Main track ends at MP 146.61. All tracks west of this point are yard tracks.

Victoria: There is no main track between MP 88.0 and MP 91.0 Victoria Line; and between MP 25.0 and MP 28.0 (Cuero Branch) between these points all tracks are yard tracks.

Kenedy: Main track ends at MP 174.68 (Yoakum Branch). All tracks west of this point are yard tracks.

Ingleside, Redfish, Aransas Pass, Kosmos and Rockport are stations located on spur 5.8, 7.3, 11.0, 13.8 and 21.1 miles from Gregory and operation of engines between Gregory and Rockport will be in accordance with rules and regulations and special instructions governing movements on other than main track, except that movements must be made with caution, not exceeding 20 MPH.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

MP 205.1, Brownsville—M. P. Belt Crossing.

MP 152.0, McAllen—M. P. Crossing.

MP 43.4, Alice—Tex-Mex. Crossing: A standard crossing gate equipped with light is located at the grade crossing between main track of SP and main track of TEX-MEX.

Light on gate to display RED when gate is set against movements and GREEN when route is clear.

Movements approaching crossing on either line must be made WITH CAUTION, (RESTRICTED SPEED), prepared to stop before crossing is reached. When gate is set against Tex-Mex movements, SP movements may be made over crossing without stopping by operating power unit over crossing at restricted speed, not exceeding six MPH, after which train may be operated at maximum allowable speed.

Should gate be inoperative or should light not be displayed by night, movements on either line must stop and route known to be clear before proceeding.

Drawbridges not interlocked:

Corpus Christi Ship Channel: Lift bridge on thoroughfare track is protected by gates equipped with lights. When gates are set for rail traffic, GREEN light may be displayed in center of track and on bridge above gate;when set for water traffic, a RED light may be displayed on gate in center of track and on bridge above gate. Trains or engines must approach gates with CAUTION and STOP if route is not clear. When route is clear trains or engines may proceed without stopping.

Reef Drawbridge, MP 146.6: Protected by gates equipped with lights located 400 feet east and west of draw span. When gates are set for rail traffic, a GREEN light may be displayed on gate, to right of track in direction of approach; when set for water traffic, a RED light may be displayed on gate in center of track. Trains or engines must approach gates with CAUTION and STOP if route is not clear. When route is clear train or engine may proceed without stopping.

RULE 103-A. Cars must not be kicked or dropped over the following crossings and before making engine or switching movements over such crossings, a member of crew must take position to afford protection to traffic while movement is being made:

Brownsville	Paved street across main track between wye switches and paved street crossing across both legs of wye.
Harlingen	Highway crossing on tracks serving Valley Co-op Mill.
Elsa	Broadway, second crossing east of station.
McAllen	First highway crossing west of M. P. crossing, and over Pecan Street crossing.
Edinburg	Harriman Street, first crossing east of old passenger station.
Alice	Third Street and Fifth Street, except when engine is in lead in direction of movement.
Gregory	All crossings in Reynolds Aluminum Company Plant.
Kosmos	State Highway 35 crossing on Kosmos spur.
Rockport	Church Street, second street east of station.
Mathis	State Highway 359 crossing on M. P. Interchange track.
Aloe	Highway 59.

RULE 104. Normal position of rigid switches at junctions:

Skidmore	For Alice Line
Kenedy	For Alice Subdivision

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device. Absolute signals listed as "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch east end wye, Edinburg Junction	P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Release		Time-Release
Edinburg Junction	Signal P-A	1 minute

RULE 535. SPRING SWITCH

Spring switch not equipped with facing point lock located as follows:

Location		Normal Position
Edinburg Junction	Junction switch	Brownsville Line

SPECIAL INSTRUCTIONS—ALICE SUBDIVISION

RULE 605. INTERLOCKING

Tower 151, MP 191.3, M. P. Crossing—No operator on duty. Normally lined for SP.

Tower 147, MP 181.2, M. P. Crossing—No operator on duty. Normally lined for SP.

Tower 146, MP 155.3, M. P. Crossing—No operator on duty. Normally lined for SP.

Tower 145, MP 143.7, M. P. Crossing—Brownsville Branch—No operator on duty. Normally lined for SP.

Tower 149, MP 136.0, M. P. Crossing—No operator on duty. Normally lined for SP.

Tower 112. See Special Instructions San Antonio Yard Limits.

RULE 680. AUTOMATIC INTERLOCKING

Tower 138	MP 172.6	M. P. Crossing.
Mathis	Tower 159	M. P. Crossing.
Corpus Christi	Thoroughfare Track	M. P. Crossing.
Sinton		M. P. Crossing.
Victoria	Tower 90	M. P. Crossing.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between Edinburg Junction and Edinburg Yard.

Absolute signals at fouling points, Edinburg Junction, govern eastward movements on Brownsville Branch and from McAllen Branch.

Absolute signal located at west crossover switch, Edinburg Yard, MP 141.1 governs westward movements.

Overlaps of absolute signal, Edinburg Yard, extend to fouling point of west wye switch on McAllen Branch and west wye switch on Brownsville Branch, Edinburg Junction and are indicated by overlap posts.

Time release: When train, engine or car enters overlap at Edinburg Junction from either route and block is unoccupied, signal will normally display proceed. If block is not entered within two minutes forty seconds, signal will return to stop, and push button switch on west side of instrument case opposite signals may be used to return signal to display proceed.

Hand-operated main track switch serving International Paper Co. spur is not equipped with electric switch lock. Trains and engines using this spur must have main track occupied continuously or main track switch left open. This track must not be used for meeting or passing trains.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Skidmore and Beeville.

Limits extend between:

Eastward absolute signal, MP 103.8, east switch, Skidmore and

Westward absolute signals at junction of Alice-Victoria-San Antonio Lines at Beeville.

Signals controlled by operator Skidmore, acting upon authority of train dispatcher.

Siding, Darby, has dual control switches equipped with crank, each end.

Junction switch, Beeville, is dual control switch equipped with crank.

Spur track MP 94.54, near Darby, is equipped with Electric Switch Lock.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

Gregory—Not less than two brakes on west end.

Skidmore—Not less than three brakes on east end.

Karnes City—Not less than three brakes on west end.

Arroyo, MP 180.06—Air brakes must be cut in on all cars handled beyond grain elevator on Port tracks.

Burnell—Air brakes must be cut in on all cars handled on Pan American Petroleum tracks.

MISCELLANEOUS

Seeligson: Engines must not go beyond engine restriction signs on loading rack tracks.

Redfish: Engines must not go beyond engine restriction signs on loading rack tracks.

Gregory: Engines and cars must not be operated beyond a point 50 feet east of scales on tracks B and C, Sherwin Plant.

Burnell: Engines must not go beyond engine restriction signs on loading rack tracks.

Kenedy: Boxed-in, screw-type grain conveyor, 146 feet in length, paralleling north side of Cotton Oil Mill track, does not provide standard clearance.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
	ALICE-EAST YARD LINE		
18.88	West of Mathis	Nueces River Bridge	Overhead & Side
44.64	West of Falls City	San Antonio River Bridge	Overhead & Side
20.26	West of Saspamco	Calaveras Creek Bridge	Overhead & Side
	BEEVILLE-VICTORIA LINE		
137.97	East of Beeville	Medio Creek Bridge	Overhead & Side
133.60	West of Berclair	Blanco Creek Bridge	Overhead & Side
117.09	West of Goliad	San Antonio River Bridge	Overhead & Side
112.94	West of Fannin	Manahuilla Creek Bridge	Overhead & Side
100.93	West of Aloe	Coleto Creek Bridge	Overhead & Side
92.01	West of Victoria	Guadalupe River Bridge	Overhead & Side
	BROWNSVILLE BRANCH		
180.23	West of Harlingen	Arroyo Bridge	Overhead & Side
	CORPUS CHRISTI BRANCH		
144.75	East of Corpus Christi	Reef Drawbridge	Overhead & Side

SPEED RESTRICTIONS:

20 MPH within A-PB limits between Edinburg Junction and Edinburg Yard.

20 MPH through curve connecting Victoria and San Antonio lines Beeville.

30 MPH over street crossings Goliad.

CORPUS CHRISTI BRANCH

18 MPH on thoroughfare track between MP 148 and joint SP-Tex-Mex yard, Corpus Christi.

25 MPH over Reef Bridge, Corpus Christi.

25 MPH over Fourth and Fifth Avenues Portland.

SPECIAL INSTRUCTIONS—ALICE SUBDIVISION

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Harlingen	18 except 6 over First Street (east of freight station)
Elsa	20
McAllen	15
Corpus Christi	18
Taft	15
Sinton	15
Beeville	20
Kenedy	20—until engine covers Calhoun and Main Streets, first crossings west and east of station.
Victoria	18—except 10—between MP 28.50 (Cuero Branch) and Victoria.

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—ENNIS SUBDIVISION

(For movement within yard limits Houston, also see Special Instructions, Houston Terminals)

RULE 10-J. LOCATIONS WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED.

Fort Worth Branch

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
27.36	26.61	20.54	19.79	20.54	26.61
49.72	48.97	47.54	46.79	47.54	48.97

Jacksonville Branch

311.06	310.29	309.37	308.62	309.37	310.29

Waco Branch

15.21	14.46	13.86	13.11	13.86	14.46

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	Denison	335.19
332.00	Sherman	326.94
297.01	McKinney	295.77
283.00	Plano	281.00
273.61	Miller (Ennis Line)	257.11
	Miller (Jacksonville Branch)	313.93
233.26	Ennis	229.74
213.00	Corsicana	208.43
122.05	Hearne	117.90
4.37	Hearne (Flatonia Line)	
102.00	Bryan	97.00
71.84	Navasota	69.65
10.00	Houston	
245.00	Athens	240.66
203.43	Jacksonville	199.71
136.84	Nacogdoches (Lufkin Subdivision)	139.57
	Fort Worth	49.43
	Waco (Waco Branch)	40.90
166.02	Waco (Cameron Branch)	

Paris: Main track ends at MP 123.00. All tracks east of this point are yard tracks.

Jacksonville: There is no main track between MP 201.75 (west switch of yard) and MP 200.70. Between these points all tracks are yard tracks.

Fort Worth: Main track ends at MP 51.30. All tracks west of this point are yard tracks.

Following will govern movements on CRIP main tracks between 17th Street and North Fort Worth Interlocking Tower, Fort Worth Yard:

(a) Between 17th Street and Trinity River, Fort Worth yard limits, two main tracks are in service signalled for movements only with current of traffic.

(b) At 6th Street Jct. and Purina Jct. there are Interlockings; signals and remote controlled switches handled by CRIP dispatcher, Fort Worth.

(c) Second class, extra trains and yard engines may run ahead of first-class trains between 17th Street and North Fort Worth Interlocking Tower without train order authority, but will not occupy main tracks within these limits when it is known a first class train will be delayed.

(d) All trains and yard engines will move with the current of traffic, except may move against current of traffic between 6th Street Jct. and Trinity River upon verbal permission of Rock Island train dispatcher or Rock Island yardmaster.

(e) While using CRIP main tracks between 17th Street and Trinity River, a member of yard crew must ride rear car of cut while moving, and in event stop is made must go back a sufficient distance to rear of cut to stop a following train or engine moving at restricted speed. At night, or during obscured weather, yard crew must secure a white light and member of crew riding rear car of cut must have such white light burning and displayed to rear of cut, and in event stop is made, such light must be used to give stop signals to a following train or engine.

(f) When making deliveries to CRIP—if clear signal is displayed, proceed on northward main track. If stop signal displayed, identify yourself to CRIP dispatcher, but do not "butt in" on dispatcher if transmitting a train order; after you have identified yourself to dispatcher, he will either display a proceed signal for movement on northward main track, or line crossover switches for movement on southward main track. A signal indication to crossover does not modify requirements of paragraph (d) to have verbal permission to move against current of traffic.

(g) When necessary to go beyond end of two main tracks, Trinity River, trains and engines receiving clear signal per Rule 281 may proceed without flag protection. If northward governing signal at end of two main tracks indicates stop per Rule 291 or Approach Rule 285, single main track must not be obstructed without permission from train dispatcher and under flag protection when required.

Following will govern movements on T&P tracks, Fort Worth Yard:

(a) Between MP 251.2 (west end Lancaster Yard) and MP 243.9 (East end East Yard), directions eastward and westward.

(b) Between Fort Worth interlocking, MP 245.6 and Peach Street, MP 243.2, directions northward and southward.

Trains and engines will move with current of traffic using right hand track in direction of movement, except movements may be made in either direction or on either track between Fort Worth Interlocking, MP 245.6, and east end East Yard, MP 243.9, when authorized by a proceed indication of a block or interlocking signal.

Except as provided in paragraph 2, movements of trains and engines against current of traffic must not be made except as follows:

(a) When authorized by train order.

(b) When movement is protected as prescribed by Rule 99.

Your attention is called to Uniform Code of Operating Rules, Rule 104, which requires that trains and engines remain in clear of all other tracks until switches are lined for their movement, and in making crossover movements, switches at each end of crossover must be lined before movement is started, and crossover must be completed before switches are restored to normal position.

Before lining a hand-operated switch, train and yardmen must see that there is no train or engine approaching on conflicting route, and when lining a hand-operated switch to enter a main track, or cross from one main track to another where there is no block signal or block indication to govern movement, the train or engine must not foul the main track or crossover until after three minutes after switch has been lined.

Ennis: There is no main track between MP 230.60 and MP 232.70. Between these points all tracks are yard tracks.

Hearne: There is no main track between MP 119.00 and MP 120.80. Between these points all tracks are yard tracks.

Commerce: There is no main track between MP 88.00 and switch at SSW connection. Between these points all tracks are yard tracks.

Cameron: Main track ends at MP 119.68. All tracks West of this point are yard tracks.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

Sherman. Gate protecting crossing of SSW and StLSF&T must, when crossing is not in use, be left across SSW main track. Trains or engines should not occupy crossing when a train or engine is approaching on intersecting track.

East Dallas. A standard crossing gate, equipped with a light is installed at grade crossing between industrial lead track of SP and main track and switching lead of GC&SF.

Normal position of gate will be for GC&SF movements, light on gate to display RED when gate is set against movements and GREEN when route is clear.

Movements approaching crossing on either line must be made WITH CAUTION (restricted speed), prepared to stop before crossing is reached. When gate is set against SP movements, GC&SF movements over crossing may be made, without stopping, not exceeding six miles per hour. SP movements must stop, set gate against GC&SF movements, after observing that movement is not approaching on conflicting route, and when SP movement is completed over crossing, gate must be immediately restored to normal position.

Should gate be inoperative or should light not be displayed by night, movement on either line must stop and route known to be clear before proceeding.

Paris, MP 123.5: T&P crossing protected by gate. Gate may be left lined against T&P after use. Movements approaching crossing must not exceed 6 MPH until crossing occupied.

Paris, MP 123.6: StLSF&T crossing protected by gate. Normal position of gate for SP. Movements approaching crossing must not exceed 6 MPH until crossing occupied.

RULE 103-A. At locations indicated below a member of crew must take position at crossing to afford protection to traffic:

Fort Worth—Broadway Street.
Waxahachie—Highway 287.

KEY CONTROL BOXES: Where "Key Control Boxes" are provided for manual starting of automatic crossing warning devices, they may be operated by inserting switch key and turning SLOWLY one complete turn to right.

Key Control Boxes are provided at following locations:

7th Street—Corsicana
Palestine Street—Mexia
Austin Street—Hempstead

MP 285.06. Movements must not be made over Highway 5 crossing west of Plano, MP 285.06, between 4:00 PM and 6:00 PM.

RULE 104. Normal position of rigid switches at junctions:

Denison	StLSF&T Ry	For StLSF&T Ry.
Bonita Junction	Lufkin Subdiv.	For Lufkin Subdiv.
Peach Street Jct.	SSW	For SSW.
Hearne Junction	Flatonia Subdiv.	For Flatonia Subdiv.

RULE 306: Following block signals equipped with triangular plate bearing letter "P" have included in their control limit, some special protective device. Interlocking Signals listed "P-I", absolute signals "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch, Junction STLSF&T Ry., Frisco Jct.	P-A
	Spring switch east end siding, Corsicana	P-2089
P-2044	Spring switches, Angus	P-2027
P-1874	Spring Switches, Gude	P-1861
P-1710	Spring switches, Groesbeck	P-1695
	Spring switch east end siding College Station	P-I
	Spring switch east end siding Hempstead	P-505

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time-Release
Corsicana	East end siding	3 mins.
Angus	West and east end siding	3 mins.
Gude	West and east end siding	3 mins.
Groesbeck	West and east end siding	3 mins.
College Station	East end siding	3 mins.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Corsicana	East end siding	Main Track
Angus	West and east end siding	Main Track
Gude	West and east end siding	Main Track
Groesbeck	West and east end siding	Main Track
College Station	East end siding	Main Track

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Frisco Jct.	STLSF&T Ry.	For S.P. main track
Ennis*	West end yard	West lead
Ennis*	East end yard	Old main track
Corsicana	Siding—Shed track	Siding
Hearne*	West end yard	Old main track
Hearne*	New track	Main track
Hempstead	East end siding	Main track

*Equipped with switch point indicators.

Facing point movement not exceed 35 MPH over these switches.

RULE 605. INTERLOCKING

Sherman Tower 16

T&P Junction Tower 119, T&P Crossing

Dallas Tower 19 GC&SF Crossing

Two unit light type interlocking signal governing eastward movement from Union Depot located on signal bridge 610 feet west of Forest Avenue, SP is diverging route.

Between Tower 19 and Tower 10 Freight Route

GC&SF and SP tracks, Dallas, between SP connection, Tower 19, and SP connection, Tower 10, are signalled for movements in either direction. Movements will be governed by signal indication. Light type signals and power-operated switches are controlled from Tower 19. Signal aspect, name and indication are as follows:

Aspect	Name	Indication
Green	Clear	Proceed. (See GC&SF and SP Rule 281).
Yellow	Approach	Proceed prepared to stop at next signal. (See GC&SF and SP Rule 285).
Red over Yellow	Restricting	Proceed at restricted speed prepared to enter diverging route. (See GC&SF Rule 290 and SP Rule 288).
Red	Stop	Stop. (See GC&SF Rule 292 and SP Rule 290).

(1) There is no superiority of trains on these tracks. Trains and engines must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) MPH. Tracks may be used not protecting against regular and extra trains and engines.

(2) Movements through turnouts, crossovers, and curves on these tracks must not exceed fifteen (15) MPH.

(3) When signal does not display desired indication and cause is not apparent, member of crew will communicate with control station.

(4) When train or engine is stopped by stop signal and cause is not apparent, member of crew will communicate with control station and will be governed by instructions. Telephones are conveniently located near each signal. If authorized to proceed, member of crew, before movement is made over them, must examine all switches and derails to next governing signal and flag over railroad crossings. If instructed to place dual control switches in hand operation and proceed, crew will be governed by instructions found in telephone box.

(5) Except as provided above, the Operating Rules and Regulations of each Company, for its respective employes, will govern.

Interlocking 10 GC&SF Crossing on yard track east of Dallas Yard:

Signals controlled by operator, Tower 19.

Tower 55 T&P Crossing Fort Worth

Fort Worth GC&SF Connection

Interlocking signal governing westward movements MP 51.26 and interlocking signal governing eastward movements MP 51.30.

Signals and dual control switches controlled and operated by GC&SF Railway Company train dispatcher, Fort Worth.

Hand-throw switch equipped with electric lock located at connection from SP yard to GC&SF main track.

Waxahachie Compress track crossing with B-RI main track

No operator on duty. Normally lined for B-RI.

B-RI siding, which crosses SP compress track at this location, is not protected by interlocking.

Hayes derails located on SP compress track on each side of B-RI crossing, normally set against movements approaching crossing. These derails are operated by groundthrow switch located near crossing.

SP movements not governed by interlocking signals but by STOP signs located in advance of each derail on each side of crossing, and SP train or engine movements will stop clear of STOP signs, following which a member of crew will proceed to crossing and if no train or engine movements are seen to be approaching from either direction on B-RI main track or siding will unlock box located on post, read and be governed by instructions posted therein governing operation of interlocking. Signals and derails must be restored to normal position after use.

Corsicana SSW Crossing

Springfield Tower 63, B-RI Crossing

No operator on duty. Normally lined for SP.

Hearne M.P. Crossing

RULE 680. AUTOMATIC INTERLOCKING

Denison. Two MKT Crossings.

After proceed indication received and movement does not pass governing interlocking signal within 12 minutes, signal will then display STOP indication.

Push buttons which do not actuate MKT signals are located on masts of Home interlocking signals to clear signals for reverse movements or to clear signals after 12 minutes time has expired.

Time release push buttons adjacent to MKT crossings may be used as prescribed by RULE 681. If signals do not clear after operation of push button, movements may be made after complying with RULE 663(c).

Flashing white light may be displayed near most westerly MKT crossing when intersecting or opposing movements are approaching. Display or non-display of flashing white light confers no authority for movement of trains or engines.

On Richardson Industrial District lead track, MP 277.90, GC&SF crossing.

Plano, SSW crossing.

Bryan, Tower 36, M.P. crossing.

College Station, Tower 7, M.P. Crossing. Sign reading "Approach Circuit" located 200 feet west of interlocking signal governs eastward trains on siding, trains must not pass this sign or open a switch within approach circuit until opposing train has entered the block.

Navasota, Tower 9, M.P. crossing.

Navasota, Tower 41, GC&SF crossing.

Athens, SSW crossing.

Fort Worth, Tower 53 MKT crossing.

Midlothian, GC&SF crossing MP 23.1.

Waxahachie, Tower 67 MKT crossing.

Waco, MKT crossing MP 170.6.

Marlin M.P. crossing. To enter interlocking limits from compress track, stop short of governing signal and if no train or engine approaching, open main track switch after which signal should display proceed indication if approach circuit on intersecting track is unoccupied.

When compress track is entered from interlocking limits, main track switch must be closed and then reopened in order to clear signal for a reverse movement.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	2581	Miller	Proceed on main track to west end siding.
S	2581	Miller	Enter siding.
M	2108	Corsicana	Proceed on main track to home signal SSW crossing.
S	2108	Corsicana	Enter siding.
M	2089	Corsicana	Proceed on main track to home signal SSW crossing.
S	2089	Corsicana	Enter siding.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between Bonita Junction and Nacogdoches—See Special Instructions, Lufkin Subdivision.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Denison and Sherman

Limits extend between:

Eastward absolute signal at MP 337.4, Denison and

Westward absolute signal at MP 329.1, Sherman.

Signals controlled by operator, Sherman, acting upon authority of train dispatcher.

Junction switch North Sherman Junction is dual control, equipped with crank.

Jaques Spur, MP 336.3, Cotton Mill Spur, MP 335.9, and Grayco Spur, MP 331.3, equipped with electric switch locks. At Grayco, engine or car must be within 39 feet of switch to operate switch.

When authorized by absolute signal indication, trains and engines may enter CTC at Denison without stopping to ascertain what instructions relating to track conditions are in effect, as prescribed by Rule 781.

Operator must not clear absolute signal for movement into CTC until permission from train dispatcher has been obtained and engineer informed of instructions relating to track conditions, if any.

Light signals without identification plates which can display yellow aspect only, are located as follows:

Eastward signal MP 337.6, Denison.

Eastward signal just east of main street crossing on StLSF&T track, Denison.

Westward signal MP 328.1, Sherman.

To avoid blocking street crossings, trains that are to enter CTC should not pass these signals unless yellow light is displayed, except when it is known movement into CTC will be authorized.

Frisco Jct. and South Sherman Jct.

Limits extend between Eastward absolute signals fouling point S.P. and STLSF&T main tracks, Frisco Jct., and Westward absolute signals fouling points S.P. and STLSF&T main tracks, South Sherman Jct.

Signals controlled by operator, Sherman, acting upon authority of train dispatcher.

Junction switch South Sherman Jct., is dual control, equipped with selector lever.

Junction switch Frisco Jct. is spring switch normal position S.P. main track. When absolute signals governing westward movements at South Sherman Jct. display stop indication train will be governed by Rule 776 and in addition must comply with Rules 306 and 535 at Frisco Jct.

T&P Junction and West End Drill Track, Miller

Limits extend between:

Eastward absolute signal at MP 4.8 (T&P Junction) and

Westward absolute signal at MP 260.0 (west end drill track), Miller and

On both routes at Belt Junction to east end double track.

Power operated switches within these limits cannot be hand operated.

Signals controlled by operator, Belt Junction, acting upon authority of train dispatcher, except eastward absolute signal T&P Junction and junction switch and signals at Briggs are handled by operator, T&P Junction who must obtain authority for each movement from operator, Belt Junction, before signals are cleared.

Switch to Industry track MP 4.2, near Briggs hand operated. To enter main track, permission must first be obtained from operator, then if block indicator indicates "block clear" switch may be lined. When switch is lined, absolute signal at fouling point should display proceed.

Hand-operated switch to Custom Manufacturing Company spur equipped with electric switch lock. Engine or car must be within 25 feet of switch to operate switch.

Garrett and Ennis

Limits extend between:

Eastward absolute signals at fouling points Ennis Line and Fort Worth Branch at Garrett, and

Westward absolute signals located on main track MP 232.7 west end Yard, Ennis.

Signals controlled by operator, Ennis, acting upon authority of train dispatcher.

Junction switch Garrett is dual control, equipped with crank.

When westward trains do not leave yard, Ennis, in their turn as ordered, operator must be notified.

Bremond and Hearne

Limits extend between Eastward absolute signal west end siding Bremond and westward absolute signal west end interlocking limits, Hearne.

Dual control switches equipped with selector lever and hand-throw lever located:

Both switches sidings Bremond and Seger.

Switch to interchange track, Hearne equipped with electric switch lock.

Hand-operated main track switch serving Vegetable Shed, Bremond and spur Calvert, MP 128.6 not equipped with electric switch locks. Trains or engines using these spurs must have main track occupied continuously or main track switch left open. These spurs must not be used for meeting or passing trains.

GENERAL REGULATIONS

RULE 812. Employes operating into or out of Union Terminal, Dallas, will operate in accordance with Union Terminal Company rules.

RULE 825. When trains or cars are left on any track, trainmen or yardmen will set sufficient hand brakes to hold cars. The required number of brakes must be set, as follows:

Sherman—Frisco Yard not less than three brakes must be set before engine is detached.

Fort Worth—Tracks 1, 2, 3, 4, old Main and Lead—Not less than seven brakes on west end of cars east of Broadway Street.

Tracks 6 through 18, Inc.—Not less than two brakes on west end of cars east of Broadway Street.

Jacksonville—Not less than two brakes in Jacksonville yard.

MISCELLANEOUS

Curtis, MP 275.4. Cars must not be left between derails on National Cylinder Gas spur.

Engines must not operate on tracks shown below:

Sherman	Over track scales Quaker Oats Company.
Van Alstyne	Over track scales Van Alstyne Cotton Oil Mill.
McKinney	Over track scales Burrus Feed Mill Company.
Ennis	Over track scales Planters Oil Company.
Hearne	Over unloading pit Harvest Queen Grain Co.
Bryan	Track scales Bryan Cotton Oil & Fertilizer Co.
Marlin	Switching must not be performed, and engines must not be operated over track scales Marlin Cotton Oil Co.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
336.99	East of Denison	Bridge 336.99	Side
326.28	East of Sherman	Bridge 326.28	Overhead & Side
323.83	East of Sherman	Bridge 323.83	Overhead & Side
299.00	West of McKinney	Bridge 299.00	Overhead & Side
297.13	West of McKinney	Bridge 297.13	Side
294.18	East of McKinney	Bridge 294.18	Overhead & Side
292.27	East of McKinney	Bridge 292.27	Side
289.55	East of McKinney	Bridge 289.55	Side
286.29	West of Plano	Bridge 286.29	Overhead & Side
273.80	West of T&P J'ct.	Bridge 273.80	Side
273.31	West of T&P J'ct.	Bridge 273.31	Overhead & Side
12.87	West of T&P Jct.	Bridge 12.87	Side
12.17	West of T&P Jct.	Highway Overpass	Overhead
11.64	West of T&P J'ct.	Bridge 11.64	Side
9.37	West of T&P J'ct.	Highway Overpass	Overhead
8.54	West of T&P Jct.	Bridge 8.54	Side
8.03	West of T&P Jct.	Bridge 8.03	Side
7.43	West of T&P J'ct.	Bridge 7.43	Side
6.13	West of T&P Jct.	Bridge 6.13	Side
5.49	West of T&P Jct.	Bridge 5.49	Side
5.31	West of T&P Jct.	Bridge 5.31	Side
1.74	West of Belt Jct.	Signal bridge	Overhead
1.25	West of Belt Jct.	Signal bridge	Overhead
0.60	East of Forest Ave.	Signal bridge	Overhead
264.90	Dallas	Depot umbrella shed	Overhead & Side
260.18	West of Miller	Bridge 260.18	Overhead & Side
258.28	Miller	Bridge 258.28	Side
240.65	West of Palmer	Bridge 240.65	Overhead & Side
216.46	East of Rice	Bridge 216.46	Side
215.39	West of Corsicana	Bridge 215.39	Overhead & Side
213.94	West of Corsicana	Bridge 213.94	Side
212.30	West of Corsicana	Highway Overpass	Overhead & Side
211.09	West of Corsicana	Bridge 211.09	Side
210.85	West of Corsicana	Bridge 210.85	Side
210.24	Corsicana	Train Shed	Side
209.72	East of Corsicana	Bridge 209.72	Side
208.91	East of Corsicana	Bridge 208.91	Side
199.76	West of Richland	Bridge 199.76	Overhead & Side
185.64	East of Gude	Bridge 185.64	Side
182.97	West of Mexia	Bridge 182.97	Side
172.34	West of Groesbeck	Bridge 172.34	Overhead & Side
73.59	West of Navasota	Bridge 73.59	Overhead & Side
66.84	East of Navasota	Bridge 66.84	Side
51.99	West of Hempstead	Bridge 51.99	Side
41.35	West of Waller	Bridge 41.35	Side
36.22	West of Hockley	Bridge 36.22	Side
24.87	East of Cypress	Bridge 24.87	Side
18.11	East of Cypress	Bridge 18.11	Side

JACKSONVILLE BRANCH

295.22	West of Crandall	East Trinity River Bridge	Overhead & Side
217.17	East of Frankston	Neches River Bridge	Overhead & Side
202.20	Jacksonville	M.P. Overpass	Overhead & Side
200.28	Jacksonville	SSW Overpass	Overhead & Side

MP	LOCATION		DESCRIPTION

FORT WORTH BRANCH

52.12	Fort Worth	Hattie Street Viaduct	Overhead
49.53	East of Tower 53	Bridge 49.53	Side
49.00	East of Tower 53	M.P. Overpass	Overhead
48.51	East of Tower 53	Bridge 48.51	Overhead & Side
43.41	East of Forest Hill	Bridge 43.41	Overhead & Side
34.38	West of Mansfield	Bridge 34.38	Overhead & Side
34.31	West of Mansfield	Bridge 34.31	Side
28.94	West of Midlothian	Bridge 28.94	Overhead & Side
22.97	GC&SF Crossing	Eaves on Tower 94	Side
14.15	West of Waxahachie	Bridge 14.15	Overhead & Side
13.32	West of Waxahachie	Bridge 13.32	Side
12.93	West of Waxahachie	Bridge 12.93	Side
12.07	West of Waxahachie	Bridge 12.07	Side
11.88	West of Waxahachie	Bridge 11.88	Side
9.50	East of Waxahachie	Bridge 9.50	Side
7.66	East of Waxahachie	Bridge 7.66	Side

WACO BRANCH

37.76	East of Peach Street Jct.	Bridge 37.76	Overhead & Side

CAMERON BRANCH

121.37	East of Cameron	Elm Creek Bridge	Side

SPEED RESTRICTIONS

20 MPH Eastward trains, between interlocking signals SSW crossing, Plano.

45 MPH over M.P. crossing, College Station.

JACKSONVILLE BRANCH

20 MPH between interlocking signals SSW crossing, Athens.

WACO BRANCH

20 MPH between interlocking signals M.P. crossing, Marlin.

20 MPH multiple unit engines over bridge 37.76.

10 MPH on curve east of Peach Street Junction.

CAMERON BRANCH

10 MPH on curves between MP 170.0 and Brazos Junction.

*Through corporate limits, speed of trains restricted as follows:

Station	MPH	Station	MPH
Denison	20	Calvert	50
Sherman	20	Hearne	35
Van Alstyne	35	Bryan	15
McKinney	20	Navasota	25
Plano	30	Kaufman	20
Richardson	20	Athens	18
Dallas	35	Jacksonville	20
Ferris	45	Fort Worth	20
Palmer	50	except Berry St. to Seminary Drive	40
Ennis	20		
Corsicana	30	Midlothian	25
Richland	65	Waxahachie	20
Mexia	40	Waco	18
Groesbeck	45	Marlin	25
Bremond	50	Cameron	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

RULE 10-J. LOCATION WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED:

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
Austin Branch					
26.75	26.00	25.00	24.25	25.00	26.00
83.32	82.57	78.14	77.39	78.14	82.57
85.61	84.86	84.56	83.81	84.56	84.86
95.17	94.42	94.07	93.32	94.07	94.42
Llano Branch					
13.36	12.61	11.90	11.15	11.90	12.61
17.35	16.60	16.42	15.67	16.42	16.60
24.73	23.98	23.56	22.81	23.56	23.98
35.48	34.73	33.07	32.32	33.07	34.73
59.47	58.72	58.54	57.79	58.54	58.72
60.99	60.24	59.92	59.17	59.92	60.24

RULE 93. Yard limits are established at the following stations:

West MP		East MP
70.78	Fairland	69.41
65.00	Burnet	55.00
4.00	Austin (Llano Branch)	
	Austin (Austin Branch)	109.50
86.50	Butler	80.50
65.92	Giddings (Flatonia Subdivision)	57.13
57.75	Giddings (Austin Branch)	53.97

Llano: Main track ends at MP 97.46. All tracks west of this point are yard tracks.

Giddings (Austin Branch): There is no main track between MP 55.38 and MP 56.52. Between these points all tracks are yard tracks.

Austin Branch trains may use Flatonia Subdivision main track, complying with Rule 93.

Brenham: Main track ends at MP 22.5. All tracks east of this point are yard tracks.

RULE 103-A. At locations indicated below a member of crew must take position at crossing to afford protection to traffic:

Stolz, MP 90.5 — Highway 29.
Yard Office — Waller Street.
Giddings — All switching movements over Highway 290 must be protected by member of crew at crossing to afford protection to traffic while movement is being made.

Look out for trucks and roadway machines crossing track at MP 62.75, Gandy and MP 14.80, Llano Branch.

RULE 306. Following block signals equipped with triangular plate bearing letter "P", have included in their control limit, some special protective device. Absolute signals listed as "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch, Austin Junction	P-A
P-1132	Spring switch, Pershing	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time-Release
Pershing	Westward home signals	3 mins.
Austin Jct.	Instrument Case	3 mins.
Austin, Neches St.	Eastward home signal	3 mins.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks located as follows:

Location	Normal Position
Austin Jct.	Austin Branch main track
Pershing	SP main track

RULE 605. INTERLOCKING

McNeil, M.P. Crossing

Normally lined for M.P.

When on duty, train-order operator will operate interlocking.

When train-order operator not on duty member of crew may operate interlocking. Manipulation chart posted in interlocking station.

Signals must be restored to normal position after use.

RULE 680. AUTOMATIC INTERLOCKING

Elgin, MKT Crossing.

Brenham, GC&SF Crossing.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letters	On Signal	Approaching	Authorizes and Requires Movement as Follows
X	D-20	Austin Junction on Llano Branch	Indicates that track between Austin Junction and Yard Office is unoccupied.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Austin and Pershing.

Limits extend between:

Eastward absolute signal MP 114.7, Austin, at fouling points on main track and Red River track, and Westward absolute signals at fouling points at Pershing on SP and MKT main tracks.

Train or engine may enter main track where a block indicator is located, if indicator indicates block clear. To enter main track where no block indicator is located or where indicator indicates block occupied, entry to main track must be protected as provided in Rule 513 and movement made as prescribed by Rule 744.

Other than provided in Rule 744, when engineer of a train is informed by member of yard crew, that yard crew is providing protection by flagman for movement, train, after stopping, may pass an absolute signal displaying stop indication and proceed at restricted speed, under flag protection furnished.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Snead Spur	Beyond restriction signs.
All engines	Granite Mountain	Beyond restriction signs.

Elgin: Scale track serving Elgin Cotton Oil Company may be used only for weighing cars.

Giddings: 89-ft. and longer cars must not be operated around Brenham line connection.

SPECIAL INSTRUCTIONS—AUSTIN SUBDIVISION

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION	
	LLANO BRANCH		
98.60	Llano	Bridge 98.60	Side
97.65	East of Llano	Rock Cut	Side
94.90	East of Llano	Rock Cut	Side
94.18	East of Llano	Bridge 94.18	Overhead & Side
93.90	East of Llano	Rock Cut	Side
92.70	East of Llano	Bridge 92.70	Overhead & Side
91.36	East of Llano	Bridge 91.36	Overhead & Side
89.31	East of Llano	Bridge 89.31	Overhead & Side
85.74	East of Graphite	Bridge 85.74	Overhead & Side
84.77	East of Graphite	Bridge 84.77	Overhead & Side
83.91	East of Graphite	Bridge 83.91	Overhead & Side
67.70	West of Sudduth	Rock Cut	Side
64.50	East of Sudduth	Rock Cut	Side
64.25	East of Sudduth	Rock Cut	Side
62.72	West of Burnet	Rock Cut	Side
0.81	Burnet	Rock Cut	Side
57.93	East of Burnet	Rock Cut	Side
34.18	West of Leander	Rock Cut	Side
5.99	Marble Falls	Bridge 5.99 (Marble Falls Spur)	Side
	AUSTIN BRANCH		
114.70	Austin	Signal (Main-Depot Tracks)	Side
109.41	East of Pershing	Bridge 109.41	Overhead & Side
67.94	West of Hills	Bridge 67.94	Side
27.76	West of Brenham	Bridge 27.76	Side

SPEED RESTRICTIONS

"With Caution" between MP 77.33 and MP 77.50, Llano Branch, expecting to find large rock on track.

20 MPH between interlocking signals M.P. crossing, McNeil.

20 MPH between interlocking signals MKT crossing, Elgin.

10 MPH through Brenham connection, Giddings.

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Austin:	
Passenger Station to East Avenue	6
East Avenue to City Limits	12
Elgin	20
Giddings (Flatonia Subdivision)	25
Giddings (Austin Branch)	10
Brenham	25

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—GLIDDEN SUBDIVISION

(For movement within yard limits Houston, also see Special Instructions, Houston Terminals)

RULE 93. Yard limits are established at the following stations:

West MP		East MP
90.00	Glidden	78.16
72.00	Eagle Lake (Glidden Subdivision)	66.34
	Eagle Lake (Bellaire Branch)	59.90
63.78	Eagle Lake (Sheridan Spur)	
38.78	Rosenberg (Glidden Subdivision)	34.23
0.98	Rosenberg (Victoria Subdivision)	
12.77	West Junction (Houston Terminals)	
9.00	Bellaire Junction (Houston Terminals)	
9.16	Harrisburg (Houston Terminals)	

Altair, Rock Island and Sheridan are stations located on spur 8.6, 15.9 and 22.5 miles from Eagle Lake and operation of engines between Eagle Lake and Sheridan will be in accordance with rules and regulations and special instructions governing movements on other than main track, except that movements must be made with caution, not exceeding 25 MPH.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	East end siding, Eagle Lake spring switch	P-693

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Release	Time-Release
Eagle Lake, east end siding	3 mins.

RULE 516. Overlap Posts:

Ramsey	Eastward trains
Eagle Lake	Westward trains

RULE 535. SPRING SWITCH

Spring switch equipped with facing point lock located as follows:

Location	Normal Position
Eagle Lake East end siding	Main track

RULE 605. INTERLOCKING

Eagle Lake (Tower 115, SP and GC&SF Crossing):

East end ice track and Alamo Lumber Company spur are electrically locked and cannot be hand-operated until released by operator.

Tower 17 (GC&SF Crossing):

West switch siding is power-operated; switch and signals controlled by operator and switch cannot be cranked by hand.

Trains approaching Tower 17 and finding governing interlocking signal displaying an indication permitting train to proceed on main track, are authorized to proceed on main track, ahead of or against all trains to interlocking signal at opposite end of siding.

Sugar Land (M.P. Crossing):

No operator on duty. Normally lined for SP. Manipulation chart located on post at ground throw interlocking machine near crossing.

RULE 680. AUTOMATIC INTERLOCKING

Wallis — GC&SF Crossing

SPECIAL INSTRUCTIONS GLIDDEN SUBDIVISION

RULE 705. LETTER TYPE INDICATORS

Indicator displaying letter "M" on signals 692 and 694, east end siding Eagle Lake governs eastward movements.

When letter "M" displayed Rule 705 will apply authorizing movement to interlocking signal at connection to Bellaire Branch provided not restricted by timetable or train orders previously received.

Eastward movements approaching signals 692 and 694 displaying stop or if letter "M" is not illuminated must not pass fouling point east end of siding until permission obtained from operator.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Tower 17 and Harrisburg

Limits extend between:

Absolute signal located 500 feet east of Tower 17 (GC&SF Crossing) and

Absolute signal located 406 feet west of Harrisburg, Tower 30 (GH&H Crossing).

Interlocking signals:

Stella (M.P. Crossing)

Tower 81 (GC&SF Crossing)

serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Interlocking Signal on GC&SF, Tower 81, governing movement to transfer also serves as absolute signal governing entrance to CTC.

Dual control switches are equipped with selector lever and hand-throw lever.

Hand-operated main track switches between Tower 17 and Stella, and at Medio, are equipped with electric switch locks except spring switch connecting westward track with single track at West Junction.

Hand-operated main track switches between Stella and Harrisburg, except Medio, are not equipped with electric switch locks.

Trains or engines using tracks at points where switches not equipped with electric locks must have main track occupied continuously or main track switch left open. These tracks must not be used for meeting or passing trains.

GENERAL REGULATIONS

RULE 825. Richmond: Cars must not be moved over live rail of track scales Southland Cotton Oil Company except when weighing cars and then not in excess of 5 MPH.

When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

Glidden............Not less than five brakes on east end.
Eagle Lake............Not less than eight brakes on east end.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Ramsey	Gravel pit tracks 1 and 2 beyond cattle guards. Gravel pit track 3 beyond a point 150 feet back of cattle guards.
All engines	Heacker	Beyond engine restriction sign 1040 feet from switch.

Frels. Engines must not be operated beyond road crossing on spur track at MP 28.9.

Altair-Helms Lead: Overhead loading hoppers at Horton and Horton plant will not clear engines and will not clear cars except open top cars.

Employes must not ride on cars while being moved under unloading hoppers.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
84.06	East of Columbus	Colorado Bridge	Overhead & Side
83.75	East of Columbus	Underpass	Side
32.42	East of Richmond	Brazos Bridge	Overhead & Side

BELLAIRE BRANCH

MP	LOCATION		DESCRIPTION
40.87	West of Simonton	Brazos Bridge	Overhead & Side

SPEED RESTRICTIONS

60 MPH between Houston City Limits (MP 16.42 and West Jct., except 45 MPH over South Post Oak Road (MP 13.54).

20 MPH between interlocking signals GC&SF crossing, MP 60.7, Bellaire Branch.

*Through corporate limits speed of trains restricted as follows:

Station	MPH	Station	MPH
Columbus	30	Sugar Land	45
Eagle Lake	30	Stafford	45
Rosenberg	30	Missouri City	45
Richmond	25		

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS VICTORIA SUBDIVISION

RULE 10-J. LOCATION WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED.

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
PALACIOS BRANCH					
52.80	52.06	51.87	51.07	51.87	52.06

RULE 93. Yard limits are established at the following stations:

West MP		East MP
94.74	Victoria	87.62
30.00	Victoria (Cuero Branch)	25.00
3.00	Port Lavaca	
43.00	El Campo	37.00
27.02	Wharton	22.50
1.02	Wharton (Palacios Branch)	
0.98	Rosenberg (Victoria Subdivision)	
38.78	Rosenberg (Glidden Line)	34.23
38.98	Bay City	35.17
14.10	Newgulf	9.15
	Guy	14.56
63.05	Kenedy (Alice Subdivision)	60.35
	Kenedy (Yoakum Branch)	174.68
138.10	Cuero (Yoakum Branch)	134.15
58.50	Cuero (Cuero Branch)	53.32
119.96	Yoakum	1.41

Victoria: There is no main track between MP 88.00 and MP 91.00 Victoria Line; and between MP 25.00 and MP 28.00 Cuero Branch. Between these points all tracks are yard tracks.

Palacios: Main track ends at house track switch MP 67.78. All tracks west of this point are yard tracks.

Port Lavaca: Main track ends at MP 2.00. All tracks east of this point are yard tracks.

Kenedy: Main track ends at MP 174.68 (Yoakum Branch). All tracks west of this point are yard tracks.

Yoakum: Main track ends at Tex-Tan spur switch, MP 118.98, Yoakum Branch and at MP 1.41, Shiner Branch. All tracks between these points are yard tracks.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

MP 26.7, Victoria-M.P. crossing protected by gate.
MP 35.9, Bay City-GC&SF crossing protected by gate.
MP 13.8, Newgulf-GC&SF crossing protected by gate.

RULE 103-A. Cars must not be kicked or dropped over the following crossings and before making train, engine or switching movements over such crossings, a member of crew must take position to afford protection to traffic while movement is being made:

Foster Field	Highway 59.
DuPre	Highway 87 on Heldenfels spur.

RULE 104. Normal position of rigid switches at junctions

Kenedy	For Alice Subdivision
Cuero	For East Leg of Wye (both switches) Yoakum to Cuero Branch movement.
River Junction	For Yoakum Branch.
Wharton Junction	For Victoria Line.
Guy Junction	For Victoria Line.

RULE 535. SPRING SWITCH

Spring switch not equipped with facing point lock located as follows:

Location		Normal Position
Wharton Junction*	East end siding	Main track

*Equipped with switch point indicators.

RULE 605. INTERLOCKING

Wharton, Tower 152—GC&SF Crossing. No operator on duty. Normally lined for SP main track. Derail located at fouling point east end West Storage Track is pipe connected to and operated by lever of hand-operated switch which opens within interlocking limits. Dwarf signal located at fouling point east end West Storage Track governs movement to main track, but will not display proceed indication until one minute after switch and derail have been lined.

Blessing, Tower 157—M. P. Crossing. No operator on duty. Normally lined for M.P.

Tower 17 (GC&SF) Crossing: See Special Instructions Glidden Subdivision.

Placedo. M. P. Crossing. Signals controlled by operator at Vanderbilt on M. P. Telephones for communication with operator are located on each home signal mast. When signals do not display indication permitting train to proceed, member of crew must immediately communicate with operator.

RULE 680. AUTOMATIC INTERLOCKING

Victoria .... Tower 90 .... M. P. crossing.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
DP-6, DF-10, 600, 601, 602, 604, DS-300, 301, 302, 303	Blessing	Warehouse Spur.
	Bay City	City Track.

Kenedy: Boxed-in, screw-type grain conveyor, 146 feet in length, paralleling north side of Cotton Oil Mill track, does not provide standard clearance.

Cuero: Structures adjacent to west end Oil Mill track No. 2 will not clear equipment of any type more than 60 feet in length.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
VICTORIA LINE			
92.01	West of Victoria	Guadalupe River Bridge	Overhead & Side
59.60	West of Ganado	Navidad River Bridge	Overhead & Side
25.95	West of Wharton	Colorado River Bridge	Overhead & Side
PALACIOS BRANCH			
37.85	West of Bay City	Colorado River Bridge	Overhead & Side
YOAKUM BRANCH			
169.49	East of Kenedy	San Antonio River Bridge	Overhead & Side
57.27	West of Cuero	Guadalupe River Bridge	Overhead & Side
CUERO BRANCH			
57.27	West of Cuero	Guadalupe River Bridge	Overhead & Side

SPEED RESTRICTIONS:

30 MPH when handling carload sulphur between Kendleton and Tower 17.

YOAKUM BRANCH

10 MPH through Yoakum Branch connections Cuero

PALACIOS BRANCH

20 MPH between interlocking signals, M. P. crossing, Blessing

30 MPH when handling carload sulphur between MP 3 and MP 13

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Victoria	18—except 10—between MP 28.50 (Cuero Branch) and Victoria.
Edna	20
Ganado	30
El Campo	20
Wharton	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

(For movement within yard limits Houston, also see Special Instructions, Houston Terminals)

RULES 30 and 31.

Shreveport: City ordinance prohibits sounding of engine whistle within city limits. In observing this ordinance, engineer should sound whistle if in his judgment an accident may be prevented.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	Houston	10.00
42.30	Cleveland	45.00
117.16	Lufkin	120.84
136.84	Nacogdoches	139.57
226.95	Shreveport	

Lufkin: There is no main track between Prosser and MP 118. Between these points all tracks are yard tracks.

Tracks between Prosser and Lufkin and at Lufkin will be used jointly by trains of Lafayette Division, A&NR RR and Lufkin Subdivision.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

Standard crossing gate equipped with light is located at grade crossing between switch track of SSW and main track S.P. at Lufkin.

Normal position of gate is for SP movements, light on gate to display RED when gate is set against movements and GREEN when route is clear.

Movements approaching crossing on either line must be made WITH CAUTION, (RESTRICTED SPEED), prepared to stop before crossing is reached. When gate is set against SSW movements, SP movements may be made over crossing without stopping by operating power unit over crossing at restricted speed, not exceeding 10 MPH. SSW movements must stop, set gate against SP movements, after observing that movements are not approaching on conflicting route and when SSW movement is completed over crossing, gate must immediately be restored to normal position.

Should gate be inoperative, or should light not be displayed by night, movements on either line must stop and route known to be clear before proceeding.

RULE 103-A. At public crossing indicated below, train or engine movements must stop short of crossing and member of crew take position to afford protection to traffic while movement is being made, using lighted fusee when conditions warrant.

Station	Track	Crossing
Urbana	Urbana Sand & Gravel Co. Lead	Highway 59
Nacogdoches	Industry spur track	Church Street
Nacogdoches	Industry spur track	Fredonia Street
Nacogdoches	Industry spur track	Pecan Street
Nacogdoches	Industry track	Butt Street
Garrison	Brick Yard lead	Highway 59
Logansport	House track	Third Street
Logansport	South track	Third Street

Humble: Eastward movement from siding to main track must stop short of first crossing west of east switch of siding and member of crew take position at crossing to afford protection to traffic until engine has covered crossing.

Nacogdoches: Automatic warning signals, Main Street, will not operate for yard track movement until leading wheels have passed insulated joints immediately each side of crossing.

Before movement on yard track over crossing is made member of crew must insert switch key in either of three boxes marked "KEY CONTROL" and turn key to right which will start crossing warning signals.

RULE 104. Normal position of rigid switches at junctions:

Prosser	A&NR RR	For Lufkin Subdiv.
Bonita Jct.	Jacksonville Branch	For Lufkin Subdiv.
Jordan	Illinois Central RR	For Lufkin Subdiv.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch east end yard Lufkin	P-1193

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time-Release
Lufkin—Signal 1196, east end yard	1 minute

Prosser. Switches of both A&NR Railroad connections are equipped with mechanical switch locks, time release 3 minutes.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Humble*	East end siding	Main track
Livingston*	West end siding	Main track
Lufkin	East switch yard	Old Main track

*Equipped with switch point indicators.

RULE 605. INTERLOCKING

Prosser. A&NR crossing. No operator on duty. Normally lined for SP.

Tenaha. GC&SF crossing. No operator on duty. Normally lined for SP.

RULE 680. AUTOMATIC INTERLOCKING

Cleveland. GC&SF crossing.

Mile Post 218.5. T&P crossing.

Mile Post 225.8. T&P crossing.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP		LOCATION	DESCRIPTION
19.05	East of Humble	San Jacinto River Bridge	Overhead & Side
60.97	East of Urbana	Trinity River Bridge	Overhead & Side
102.89	East of Corrigan	Neches River Bridge	Overhead & Side
190.78	East of Haslam	Sabine River Bridge	Overhead & Side
	Shreveport, on IC joint track between Jordan & SSW conn. at Spring Street	Marshall St. Underpass	Side
		Market St. Overpass	Overhead & Side
		Spring St. Overpass	Overhead & Side

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Nacogdoches and Bonita Junction

Limits extend between:

MP 138.4 and MP 141.5

To enter A-PB from Jacksonville Branch at Bonita Junction, if block indicator indicates "block clear" switch may be thrown. When switch is lined, signal at fouling point should display proceed indication. If signal fails to display proceed indication, movement may be made as prescribed by Rule 744 and in addition complying with Rule 513.

SPECIAL INSTRUCTIONS—LUFKIN SUBDIVISION

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Urbana	Urbana Sand and Gravel Co. lead past point 350 feet beyond Highway 59.
All engines	Corrigan	Timber dock track beyond second timber dock.
All engines	Thorstenberg Material Company	Bender MP 13.5. Open pit.
All engines	Parker Bros. Co. MP 10	Unloading hopper.

Nacogdoches: Removable wooden platform located over track and extends between warehouses of Phelan Company. Employes using this track must determine position of platform and take necessary precautions to avoid injury or damage.

SPEED RESTRICTIONS

20 MPH between interlocking signals GC&SF crossing, Cleveland.

20 MPH westward trains between interlocking signals GC &SF crossing, Tenaha.

20 MPH between interlocking signals T&P crossing, Keithville.

15 MPH between Spring Street Junction and Jordan.

*Through corporate limits, speed of trains restricted as follows:

Station	MPH	Station	MPH
Livingston		Timpson	30
Eastward	30	Tenaha	15
Westward	15	Logansport	
Corrigan	30	Eastward	20
Lufkin	15	Westward	15
Nacogdoches	20	Shreveport	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—GALVESTON SUBDIVISION

(For movement within yard limits Houston, also see Special Instructions, Houston Terminals)

RULE 93. Yard limits are established at the following stations:

West MP	Station	East MP
9.16	Harrisburg (Houston Terminals)	
25.00	Pasadena	9.40
	Galveston	49.50

Galveston: Main track ends at MP 52.90. All tracks west of this point are yard tracks.

RULE 103-A. For train, engine and switching movements indicated below, a member of crew must take position at crossing to afford protection to traffic while movement is being made:

San Leon — Highway 146.

Strang — DuPont Spur — Highway 225.

RULE 605. INTERLOCKING

MP 32.0 Clear Creek — drawbridge

MP 38.8 Dickinson Bayou — drawbridge

Lift Bridge (Galveston Causeway):

Trains passing an interlocking signal indicating STOP on authority of operator as prescribed by Rule 663, will not exceed 6 miles per hour to next signal or end of block.

A trainman must ride on rear of each train while crossing causeway.

RULE 680. AUTOMATIC INTERLOCKING

Texas City Junction, Tower 73 — TCT RR Crossing

Galveston, Tower 38 — GC&SF Crossing
GH&H Crossing

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	La Porte	Old Bay Shore Line beyond a point ten car lengths from switch to East La Porte spur.
DP-6, DF-2-15, DF-115-126, DF-502, DF-600-620, DS-300-303	Pasadena	Wald Transfer and Storage.
	Sinco	Lead track to Goodyear tracks 1 and 2.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
	GALVESTON BRANCH	
50.81	Lift Bridge on Causeway	Overhead & Side
38.77	Dickinson Bayou Drawbridge	Side
31.96	Clear Creek Drawbridge	Side

SPEED RESTRICTIONS

20 MPH between Sinco and Deer Park.

20 MPH over Galveston Causeway.

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Pasadena	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

(For movements between west yard limit sign west of West Junction and Harrisburg (Tower 30), also see Special Instructions relating to Centralized Traffic Control, Glidden Subdivision).

Special Instructions of Houston Terminals apply within Houston yard limits.

RULE 10-J. Speed sign located at MP 4.13 between Tower 81 and Stella 0.47 mile in advance of restriction governs eastward movements (diverging to HB&T).

RULE 93. Yard limits are established at the following stations:

West MP		East MP
9.16	Galveston Branch	
	Lafayette Division, Beaumont Subdivision	352.70
	Lufkin Subdivision	10.00
10.00	Ennis Subdivision	
9.00	Bellaire Branch	
12.77	Glidden Subdivision	

Houston Passenger Yard. There is no main track between Signal X-17, west of Houston Passenger Station and west interlocking limits Tower 108. Between these points all tracks are yard tracks.

RULE 103-A. KEY CONTROL BOXES: Where "Key Control Boxes" are provided for manual starting of automatic crossing warning devices they may be operated by inserting switch key and turning SLOWLY one complete turn to right.

Key Control Boxes are provided at following locations:

Broadway (Galveston Branch—West of Tower 30)
Lathrop Street (East of Tower 86)
Kress Street (West of Baer)
Wallisville Road (Englewood)
Lockwood Drive (on Highline Industrial Lead)
Harvard Street (East of Boulevard Junction)
Heights Boulevard (At Boulevard Junction)
Sherwin Street (East of Eureka)
Westheimer Road (MP 3.2 Glidden Subdivision)
Richmond Avenue (MP 3.9 Glidden Subdivision)
Chocolate Bayou Road (MP 2.69 East of Medio)
Pease Street (on SA&AP Industrial Lead)
Jefferson Street (on SA&AP Industrial Lead)
Calhoun Street (on SA&AP Industrial Lead)
Pierce Street (on SA&AP Industrial Lead)
Dowling & Pease Streets (on SA&AP Industrial Lead Wye)
Chimney Rock (on Bellaire Branch)

San Jacinto Street, Peden Warehouse and Houston Terminal Leads. Key control must be operated before movement fouls San Jacinto Street.

Wallisville Road, Englewood. Train and engine movements into and out of Englewood on Baer Route and Wye-26 lead tracks must ascertain that automatic crossing gates are lowered before engine or cars enter crossing. Movements on Wye-26 lead tracks must not exceed 5 MPH until engine or cars cover crossing.

Ennis Subdivision. When using Craft Industrial lead, MP 6.5, west of Eureka, movement should not be stopped occupying Highway 290, if practicable to avoid it. Derail located each side of highway crossing.

Automatic crossing gates located between Eureka and West Jct. Gates will operate for movements against current of traffic, but such movements must not exceed 15 MPH approaching crossings:

Location	Mile Post
San Felipe Road*#	2.9
Westheimer Road*#	3.2
Richmond Avenue*#‡	3.9
Richmond Road*#	4.9
Bellaire Boulevard*#	5.7
North Braeswood	6.8
South Braeswood	7.0
West Bellfort*	8.0
Willowbend	8.5

* Signs reading "FIRST GATE CONTROL" and "SECOND GATE CONTROL" are located in advance of crossings for movement with current of traffic. If more than two minutes used for movement between first and second gate control signs, gates will raise and movement must not exceed 6 MPH between second gate control sign and crossing.

#Eastward trains and engines must not exceed 45 MPH from first gate control sign west of Bellaire Boulevard until movement covers San Felipe Road.

Westward trains and engines must not exceed 45 MPH from first gate control sign East of San Felipe Road, until movement covers Bellaire Boulevard.

‡ Eastward movements entering Glidden Subdivision eastward track at Bellaire Junction from either Bellaire Branch or SA&AP Industrial Lead must not exceed 15 MPH until engine covers Richmond Avenue.

Westward trains over 50 cars finding automatic block signal 21, between Eureka and Bellaire Junction, displaying stop indication will communicate with operator, Tower 13 before proceeding. This to avoid blocking crossings.

RULE 104. Normal position of rigid switches at junctions and certain other locations:

Houston—Normal position of east switch of crossover from eastward track, just east of Signal X-17, to Track 2 will be for movement from eastward track to Track 2. All inside switches lined and locked for movement through Track 2.

Englewood—Switch targets on slip (Puzzle) switches on **North Trimmer Slip Lead** and **South Trimmer Slip Lead** display aspects as follows:

Green—When lined for movement on Slip Lead, or from a through track into Slip Lead.

Yellow—For straight-away movement on through track across Slip Lead or from Slip Lead to through track.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device. Interlocking signals are listed "P-I", absolute signals "P-A":

Eastward Signal	Protection	Westward Signal
P-A	West Junction—Switch connecting westward main track to single track	
	Bellaire Junction—Spring switch east end crossover between main tracks	P-I
	Niles—Spring switch end double track	P-A
P-I	Englewood—Spring switch connecting westward thoroughfare track with west end track S-13	
	Old HE&WT route east of McKee Street—Spring switch east end MKT connection	P-A
	Main track west of Nance Street—Spring switch east end MKT connection	P-A
P-A	Main track, San Jacinto Street—Spring switch connection main track to old HE&WT route	
P-A	MKT connection, San Jacinto Street—Spring switch connecting main track to old HE&WT route	
P-I	Tower 86—Spring Switches	P-I

RULES 505, D-151 and D-152:

Two running tracks begin MP 359 and extend eastward around south side of Englewood Yard a distance of approximately two miles to sign reading "End of Double Track" and are designated as follows:

Westward Thoroughfare Track—North track
Eastward Thoroughfare Track—South track
Rules D-151 and D-152 apply.

Beginning at interlocking signals protecting No. 26 lead crossing and intersection with Baer Route and extending eastward for a distance of approximately one and one-half miles to a sign reading "Block System Limit", tracks are signaled for movements with current of traffic.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
West Jct.	Switch connecting westward track to single track	Single Track
Bellaire Jct.	East switch crossover	Eastward Track
Boulevard Jct.	Switch connecting westward track freight route with westward track from Passenger Station	Westward track for through movement from Passenger Station
Niles	End double track	Westward Track
San Jacinto St.	MKT connection	SP Main Track
McKee St.	Switch connecting old H E & W T route with Main track	Main Track
Englewood	Switch connecting west end Track S-13 with Westward Thoroughfare Track	Track S-13
Tower 86	West end double track	Eastward Main Track
Tower 86	Clinton Dock Lead and Eastward Main Track	Clinton Dock Lead
Tower 86	West Switch Crossover	Eastward Main Track
Houston*	West end Track 2	Westward Track
Houston*	West end Track 2-3	Track 2
Houston*	East end Track 2-3	Track 2

*Equipped with switch point indicators.

RULE 605. INTERLOCKING

Harrisburg (Tower 30):

Unless Distant Signal 76 (Galveston Branch) displays proceed indication (green aspect) eastward trains or engines with more than 25 cars must stop before engine passes signal and member of crew communicate with operator, Harrisburg. Telephone located at signal. This to avoid blocking crossings.

M.P. Crossing (MP 5.6). Signals controlled by operator, Harrisburg.

Buffalo Bayou Drawbridge (MP 5.10). Interlocking signals serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Tower 86:

Signals at Tower 86 handled by operator located at HB&T Tower 85, who will not clear signals authorizing westward movements on main track until he has communicated with operator, Harrisburg, and has received authority for such movement, except when communications fail.

Before entering or leaving main track at hand throw switches serving Bethlehem Supply and Bethlehem Steel, permission must be secured from operator.

When automatic block signal 35, westward main track between Englewood and Tower 86, displays stop, westward trains or engines with more than 40 cars must stop clear of Kress Street and member of crew communicate with operator, Tower 85 before proceeding to avoid blocking Kress Street.

Tower 87, Fauna: Interlocking limits on main track extend from eastward interlocking signals at fouling point, end of two main tracks west of Tower 87, to westward interlocking signals at fouling point west end siding Fauna.

Dual control switch equipped with crank located west end crossover, MP 355, Englewood.

Dual control switches equipped with selector lever and hand-throw lever are located as follows:

Entrance to main track from lead, near MP 355, Englewood.

When necessary to hand operate dual control switches, permission from operator must first be obtained, then be governed by Rule 772.

Spur at MP 353.23 and MP 352.57 are equipped with electric switch locks.

Special Track Number Indicators are located as follows:

On lead entering Englewood at HB&T crossing, Tower 87.

Number displayed designates receiving track for train to enter.

Number displayed does not dispense with observance of other rules or signals, whenever and wherever they may be required.

When number is not displayed in indicators at these points, train entering yard call yardmaster or operator for instructions.

Tower 68:

Two Main Tracks between Tower 26 and Tower 87 are designated as follows:

Main Track No. 1 — north track.
Main Track No. 2 — south track.

Interlocking limits of Tower 68 on Main Tracks No. 1 and No. 2 extend from:

Interlocking Signals at MP 360.36 (east interlocking limits Tower 26) to End of Two Main Tracks at Tower 87.

Within these limits Two Main Tracks are signaled for movements in either direction.

Interlocking limits on other than main tracks are indicated by interlocking signals, and where necessary by signs.

Crossing of Thoroughfare Tracks with No. 26 lead and Wye, Baer Route intersection with Thoroughfare Tracks and switches leading from Westward Thoroughfare Track between No. 26 lead crossing and Track S-13, inclusive, are interlocked. Switches and signals controlled by Tower 68.

Proceed indication of an interlocking signal authorizing entry to eastward track of Baer Route will authorize movement against current of traffic to, but not beyond, automatic signal 026.

When signal 026 displays stop, eastward trains or engines must stop west of Market Street and obtain permission from operator before applying Rule 509(d).

Dual control switches equipped with selector lever and hand-throw lever are located as follows:

Switch west end Tank Track to Main Track No. 2.
Both switches crossover between Main Tracks No. 1 and No. 2, just west of west switch to Tank Track.

Dual control switch from East Leg SA&AP Wye to Tank Track is equipped with crank. Switch may be cranked by hand on permission from operator.

When necessary to hand operate dual control switches, permission from operator must first be obtained; then be governed by Rule 772.

Hand-operated switches within interlocking limits are equipped with Electric Switch Locks which operate in accordance with instructions governing Electric Switch Locks except that the following switches and derails cannot be thrown until released by operator:

Westward Thoroughfare Track to Shop Lead	Switch and derail
Wallisville Team No. 1	Switch and derail
Wallisville Team No. 2	Switch and derail
Lead to Englewood Team Tracks	Switch and derail
Lead to TOFC Tracks	Switch and derail
TOFC Track on Thoroughfare Track	Switch and derail

When signal at Tower 87 cannot be cleared for a westward movement into Main Track No. 1 or No. 2, operator, Tower 87, must not authorize train or engine to pass such signal as prescribed by Rule 663, paragraphs (a) and (b) until he has obtained permission for the movement from operator, Tower 68.

Tower 26

Tower 71 (MP 1.5, Lufkin Subdivision):

Signals controlled by operator Tower 26.

Tower 210, HB&T Crossing (MP 2.2, Lufkin Subdivision):

Signals controlled by operator, Tower 26.

Tower 76 (MP 4.1, Lufkin Subdivision):

Signals controlled by operator Percival Junction on HB&T Railroad.

Boulevard Junction:

Signals and power-operated switches controlled by operator, Eureka.

Switch connecting westward freight main with westward track from Houston Passenger Station is spring switch, normal position for movement from passenger station.

Both switches of crossover and switch connecting eastward freight main with westward track from passenger station are dual control equipped with crank.

Switch connecting west lead Chaney Yard with westward freight main opening within interlocking limits hand operated. Dwarf signal at fouling point to right of lead governs movement to westward freight main but will not display proceed indication until after switch has been lined. Permission must be obtained from operator before lining switch.

When signals do not display desired indication, member of crew must immediately communicate with operator.

When authorized by operator, dual control switches may be cranked by hand; instructions for which are posted in telephone box.

Eureka, (Tower 13):

When signal 6 (Glidden Subdivision) west of Eureka, displays stop, member of crew must communicate with operator, Eureka, before complying with Rule 509(d) to avoid stopping on curve.

When signal 112 located between Eureka and Fairbanks, displays yellow aspect trains will stop and member of crew will communicate with operator before proceeding to avoid blocking crossings between MP 11 and Eureka.

Bellaire Junction:

Signals and dual control switches controlled by operator, Eureka.

When signals do not display desired indication, member of crew must immediately communicate with operator.

When authorized by operator, dual control switches may be cranked by hand, instructions for which are posted in telephone box.

Trains or engines on eastward track desiring to move through crossover to westward track must stop short of dwarf signal just east of spring switch, east end of crossover, and obtain permission from operator; then if block indicator at switch indicates "block clear", switch may be lined and when signal displays proceed indication, route may be used.

Hand-operated switch connecting Industrial Lead with eastward track and opening within interlocking limits is equipped with electric lock. Before entering or leaving this track, trains or engines must stop short of governing signal and obtain permission from operator for movement. When operator releases electric lock, indicator in lock box will show "block clear". Release lock by turning crank to left. Switch and derail may then be lined; then governing signal should display proceed indication. After movement is completed, restore switch to normal position, turn lock crank to right, close and lock door of box.

Unless signal 70 located just east of Post Oak Road displays proceed, eastward trains or engines from Bellaire Branch with more than 87 cars must stop before blocking Post Oak Road crossing and communicate with operator Eureka. Telephone located on signal case.

Tower 81 (GC&SF Crossing):

Signals at Tower 81 handled by operator located at HB&T Tower 117.

Interlocking signals serve as both interlocking and absolute signals; trains stopped for these signals must observe both interlocking and CTC rules.

RULE 680. AUTOMATIC INTERLOCKING

Stella M.P. Crossing:

Interlocking signals serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Tower 108 MKT Crossing (San Jacinto Street):

Hand operated switch to Peden New Shed lead is within interlocking limits. To enter Main track when switch is lined for movement on Main track, permission must be secured from operator Tower 26 after which switch may be lined and signal at fouling point should display proceed. If signal does not display proceed comply with Rule 663.

AUTOMATIC INTERLOCKING ON OTHER THAN MAIN TRACK

M.P. Crossing, on Industrial Lead between Tower 108 and Baer.

HB&T Crossing, on Industrial Lead between Tower 108 and Baer.

RULE 705. LETTER TYPE INDICATORS

Indicator displaying letter "X" east end Houston Passenger Yard, governs eastward movement.

When letter "X" is illuminated and track is seen to be clear, train may proceed and be governed by interlocking signal located 607 feet east.

When not illuminated, movements must stop clear of fouling point and communicate with operator, Tower 26.

RULE 716. AUTOMATIC TRAIN STOP

Engineer of eastward trains equipped with ATS must operate forestalling valve while passing over track magnet located at eastward speed sign reading "Diverging Route 10", located 2500 feet in advance of home signal Tower 81.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between Interlocking 26 and Interlocking 108.

To enter A-PB from connecting track (except old H E & W T route), if block indicator indicates "block clear" switch may be thrown.

Absolute signal governs movement from old HE&WT route to main track.

If signal fails to display proceed indication, movement may be made as prescribed by Rule 744 and in addition complying with Rule 513.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Harrisburg and Tower 86.

Limits extend between:

Absolute signal Harrisburg, MP 7 and
Absolute signal west interlocking limits Tower 86.

Signals controlled by operator, Harrisburg, acting upon authority of train dispatcher.

Signals governing movement over Buffalo Bayou Drawbridge 5.10 have plates bearing letter "A" but serve as both interlocking and absolute signals. Trains stopped by these signals must observe both interlocking and CTC rules. If authorized by operator Harrisburg to proceed at restricted speed to next signal (Rule 776) movement must in addition be preceded through draw span by member of crew as provided in Rule 663(c).

Tower 26 and Niles.

Limits extend between absolute signal located at west interlocking limits, Maury Street, and absolute signals located at fouling point on eastward and westward tracks Niles. Signals controlled by operator, Tower 26, acting upon authority of train dispatcher.

MISCELLANEOUS

Houston (Passenger Station):

Unless otherwise directed, Nos. 1 and 2 and extra passenger trains will enter and leave station on Track 2.

Freight trains operated through Houston Passenger Station Yard will, unless otherwise directed, use either Track 3 or Track 4.

Englewood (Gravity Yard):

Trains and engines must not be permitted to enter west end of a track of North or South Units when cars are being pulled from east end of track, until rear car of cut has passed over top of crest.

At east end of North or South Units, route being used in pulling cars eastward, over crest, must not be fouled until rear car has passed over top of crest.

Beaumont Subdivision eastward trains, made up in North Unit, must not leave departure track until permission is obtained from Crest Yardmaster.

Eastward freight trains to Beaumont Subdivision will use Long Lead in departing Englewood unless otherwise instructed.

Cars must not be detached on Shoulder Lead or on HB&T Connection east of crest at Englewood.

Cars, except cabooses of Beaumont Subdivision trains, must not be detached on leads to Departure and Receiving Tracks at east end of North Unit, Englewood.

When cabooses are detached on leads to Receiving and Departure Tracks at east end of North Unit, Englewood, caboose or cabooses must be stopped with hand brake. After caboose or cabooses stop, air brakes must be applied by opening conductor's valve. Hand brake and air brakes must remain applied until engine couples to caboose or cabooses.

Gravity Switching:

Signals located on Floodlight Tower Structure at crest Englewood Yard governs westward movements onto crest. Repeater light type fixed signals are located at spaced intervals east thereof.

Simultaneous signal indication of signals are as follows:

Aspect **RED**—Indication: **STOP**
Aspect **GREEN**—Indication: **PROCEED NORMAL HUMPING SPEED**
Aspect **YELLOW**—Indication: **PROCEED REDUCED HUMPING SPEED**
Aspect **FLASHING RED**—Indication: **BACK**

West of crest, fixed signals are located to govern movements through retarders and into and out of Bowl Classification Tracks as follows:

Aspect **RED**—Indication: **STOP**
Aspect **GREEN**—Indication: **PROCEED**

In humping operations stop indication of fixed signals supersede hand signals or oral instructions.

Movement of Engines: Between Hardy Street and Englewood, DF and DP class engines must be operated from cab in direction of movement.

Between Hardy Street and Houston, DF and DP class engines must be operated from cab in direction of any movement, except when no control cab on leading unit, they may be operated from cab in trailing unit but must not exceed 10 MPH approaching and moving over public crossings at grade.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
5.10	Buffalo Bayou Drawbridge	Overhead & Side
361.90	Tower 108, Main Street Viaduct	Overhead
1.20	Houston Depot Umbrella Sheds	Overhead & Side
3.20	Boulevard Junction, Signal Bridge	Overhead & Side

SPEED RESTRICTIONS

20 MPH Eastward around curve West Jct.
25 MPH Westward around curve West Jct.
25 MPH both main tracks around curve west of Eureka (toward Bellaire Junction).
15 MPH between Boulevard Junction and Tower 26 via Niles
20 MPH between interlocking signals, HB&T crossings, Tower 71 and Tower 210.
10 MPH through east leg of Wye, Lufkin Subdivision, Tower 26.
15 MPH main track between San Jacinto Street and Tower 26.
30 MPH main tracks between Tower 26 and Tower 87.
15 MPH with caution Houston Ave. underpass and San Jacinto St. through Houston Passenger Station Yard.
12 MPH Englewood entering receiving track until train has stopped in clear.
10 MPH PTRA North Yard.

West Junction: Maximum speed over junction switches and turnouts:

Westward from westward track to single track, trailing through spring switch	25 MPH
Westward from eastward track to single track, over dual control switch	20 MPH
Eastward on diverging route to eastward track, over dual control switch	20 MPH
Eastward on straight track, facing point movement over spring switch	35 MPH

***Houston City Ordinance provides:** Trains and engines must not exceed 20 MPH except as follows:

Ennis Subdivision

30 MPH between City Limits MP 14.14 and Houston (Passenger Station).

Glidden Subdivision

60 MPH between City Limits MP 16.42 and South Post Oak Road (MP 13.54), not including South Post Oak Road
45 MPH between South Post Oak Road, MP 13.54, and Tower 81, except Knight Road.
30 MPH entering Knight Road, MP 9.56, (East of Stella).
60 MPH between West Junction and Eureka.
30 MPH between Eureka and Houston (Passenger Station).

Beaumont Subdivision

50 MPH between City Limits MP 352.88 and Tower 87.

Lufkin Subdivision

30 MPH between City Limits MP 7.24 and Quitman Street MP 1.42.

The above does not relieve trains and engines from complying with other speed restrictions shown in Special Instructions, Timetable Bulletin, train order or indicated by speed signs.

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

Mile Post Location of City Limits

Galveston Branch	MP	10.90
Beaumont Subdivision	MP	352.88
Lufkin Subdivision	MP	7.24
Ennis Subdivision	MP	14.14
Bellaire Branch	MP	11.74
Glidden Subdivision	MP	16.42

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	El Paso to Sierra Blanca	Sierra Blanca to Valentine	Valentine to MP 741	MP 741 to El Paso	Valentine to Lull	Lull to Del Rio	Paisano to Valentine	Del Rio to Paisano	Del Rio and Sabinal	Sabinal and La Coste	La Coste and San Antonio			
DF-1 to 11, 13	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553	5000	7500	6200	7500	5600	7500	7500	4800	5700	5600	7500			
DF-14	600 to 637, 700 to 725	9400	14080	10200	12360	9700	13080	13080	9240	12100	9640	13900			
DF-12, 15	6446 to 6462	5000	7500	6200	7500	5600	7500	7500	4800	5700	5600	7500			
DF-100	5200 to 5202	2540	3800	2740	3320	2600	3520	3520	2470	3250	2580	3745			
DF-101, 103, to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278	3150	4690	3380	4110	3250	4355	4355	3060	4025	3200	4625			
DF-109,111	4903 to 4905, 5252	2540	3800	2740	3320	2600	3520	3520	2470	3250	2580	3745			
DF-114, 116 to 118	5279 to 5293, 5308 to 5435	1250	1875	1550	1875	1400	1875	1875	1200	1425	1400	1875			
DF-124, 125	5439 to 5493	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410	3475			
DF-115, 119, 123, 126	155 to 176, 5448, 5494 to 5507	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410	4625			
DF-502	250 to 252	2900	4650	3360	4080	3215	4335	4335	3045	3975	3155	4595			
DF-600 to 607, 610 to 616	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410	3475			
DF-608, 609	5720 to 5722	1673	2700	1946	2368	1857	2509	2509	1761	2303	1825	2668			
DF-617, 618, 620	7200 to 7237, 7300 to 7309	2686	4023	2914	3531	2771	3737	3737	2640	3457	2754	3971			
DF-619, 622	7500 to 7527	3355	5030	3640	4415	3465	4670	4670	3300	4320	3440	3971			
DF-621	7400 to 7407	3020	4525	3275	3970	3115	4200	4200	2970	3885	3095	4465			
DS-6	10	850	1260	900	1115	860	1180	1180	820	1100	855	1260			
DS-105, 111, 112, 114	30 to 71, 89 to 94, 95 to 104	1300	1950	1410	1720	1340	1820	1820	1270	1690	1331	1940			
DS-109	72 to 88	1140	1700	1225	1495	1160	1585	1585	1100	1450	1155	1685			
DS-300, 301, 302	187 to 188, 189 to 190, 177 to 184	2540	3800	2740	3320	2600	3520	3520	2470	3250	2580	3745			
DS-303	185 to 186	3150	4690	3380	4110	3250	4355	4355	3060	4025	3200	4625			
DS-400, 401, 402	108 to 112, 113 to 118, 123 to 128	1365	2060	1480	1800	1400	1910	1910	1335	1750	1395	2030			
DS-602	12 to 16	960	1450	1040	1275	990	1355	1355	940	1250	980	1440			
SSW Engines Z-15	925 to 959	5000	7500	6200	7500	5600	7500	7500	4800	7500	5600	7500			
Z-17.5-B-B	820 to 831	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410	3475			
Z-20-B-B	800 to 819	2686	4023	2914	3531	2771	3737	3737	2640	3453	2754	3971			
Z-22-B-B	750 to 759	3020	4525	3275	3970	3115	4200	4200	2970	3885	3095	4465			
Z-24-C-C	850 to 859	2900	4650	3360	4080	3215	4335	4335	3045	3975	3155	4995			

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

Ratings shown for nominal class DF-1-15 and SSW Class Z-15 engines are applicable to 4-unit engines. To determine rating of engine with other than 4 units, divide published rating by 4 and multiply by number of units comprising the engine consist.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	San Antonio to Seguin	Weimar to Glidden	Glidden to Kingsbury	Seguin to Weimar	Kingsbury to San Antonio	San Antonio to Camp Stanley	Camp Stanley and Kerrville	Camp Stanley to San Antonio	Eagle Pass to Spofford	Spofford to Eagle Pass	Harwood and Gonzales
DF-1 to 11, 13	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553	7500	7500	6000	6000	7500	5000	5000	6000	7500	7500	7600
DF-14	600 to 637, 700 to 725	14600	14600	8760	8760	12800	8400	8400	15440	12360	15840	12200
DF-12, 15	6446 to 6462	7500	7500	6000	6000	7500	5000	—	6000	7500	7500	7600
DF-100	5200 to 5202	3950	3950	2350	2350	3450	2025	2025	4160	3320	4285	3275
DF-101, 103, to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278	3950	3950	2350	2350	3450	2025	2025	4160	3320	4285	3275
DF-109,111	4903 to 4905, 5252	4875	4875	2925	2925	4250	2520	2520	5140	4110	5290	4075
DF-114, 116 to 118	5279 to 5293, 5308 to 5435	1875	1875	1500	1500	1875	1250	1250	1500	1875	1875	1900
DF-124, 125	5439 to 5493	3650	3650	2190	2190	3200	2100	2100	3860	3090	3960	3050
DF-115, 119, 123, 126	155 to 176, 5448, 5494 to 5507	4875	4875	2925	2925	4250	2520	2520	5140	4110	5290	4075
DF-502	250 to 252	4835	4835	2805	2805	4225	2500	2500	5100	4085	5245	4040
DF-600 to 607, 610 to 616	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895	3650	3650	2190	2190	3200	2100	2100	3860	3090	3960	3050
DF-608, 609	5720 to 5722	2808	2808	1620	1620	2451	1442	—	2964	2368	3048	2360
DF-617, 618, 620	7200 to 7237, 7300 to 7309	4171	4171	2503	2503	3657	2400	2400	4410	3532	4526	3486
DF-619, 622	7500 to 7527	5215	5215	3130	3130	4570	3000	—	5515	4415	5655	4355
DF-621	7400 to 7407	4690	4690	2815	2815	4110	2700	—	2700	3970	5090	3920
DS-6	10	1320	1320	775	775	1150	660	660	1400	1115	1445	1100
DS-105, 111, 112, 114	30 to 71, 89 to 94, 95 to 104	2040	2040	1200	1200	1780	1040	1040	2150	1720	2220	1675
DS-109	72 to 88	1775	1775	1050	1050	1550	900	900	1875	1495	1930	1475
DS-300, 301, 302	187 to 188, 189 to 190, 177 to 184	3950	3950	2350	2350	3450	2025	2025	4160	3320	4285	3275
DS-303	185 to 186	4875	4875	2925	2925	4250	2520	2520	5140	4110	5290	4075
DS-400, 401, 402	108 to 112, 113 to 118, 123 to 128	2150	2150	1260	1260	1860	1100	1100	2260	1800	2320	1775
DS-602	12 to 16	1515	1515	900	900	1325	750	750	1600	1275	1650	1260
SSW Engines Z-15	925 to 959	7500	7500	6000	6000	7500	5000	5000	6000	7500	7500	7600
Z-17.5-B-B	820 to 831	3650	3650	2190	2190	3200	2100	2100	3860	3090	3960	3050
Z-20-B-B	800 to 819	4170	4170	2503	2503	3657	2400	2400	4411	3532	4526	3486
Z-22-B-B	750 to 759	4690	4690	2815	2815	4110	2700	2700	4960	3970	5090	3920
Z-24-C-C	850 to 859	4835	4835	2805	2805	4225	2500	2500	5100	4085	5245	4040

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

Ratings shown for nominal class DF-1-15 and SSW Class Z-15 engines are applicable to 4-unit engines. To determine rating of engine with other than 4 units, divide published rating by 4 and multiply by number of units comprising the engine consist.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	Victoria and Beeville	San Antonio and Kenedy	Kenedy to Beeville	Beeville and Corpus Christi	Beeville to Kenedy	Skidmore and Alice	Alice and McAllen	Edinburg Jct. and Brownsville	Gregory and Rockport
DF-1 to 11, 13	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553	8800	6600	6000	12000	6400	7800	14920	14920	12000
DF-14	600 to 637, 700 to 725	14000	9400	8600	20000	9000	12000	21200	21200	20000
DF-12, 15	6446 to 6462	8800	6600	6000	12000	6400	7800	14920	14920	12000
DF-100	5200 to 5202	3450	2550	2300	4650	2400	3000	5850	5850	4650
DF-101, 103, to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278	3450	2550	2300	4650	2400	3000	5850	5850	4650
DF-109,111	4903 to 4905, 5252	4250	3150	2900	5700	3000	3700	6500	6500	—
DF-114, 116 to 118	5279 to 5293, 5308 to 5435	2200	1650	1500	3000	1600	1950	3730	3730	—
DF-124, 125	5439 to 5493	3500	2350	2150	5000	2250	3000	5300	5300	—
DF-115, 119, 123, 126	155 to 176, 5448, 5494 to 5507	4250	3150	2900	5700	3000	3700	6500	6500	5700
DF-502	250 to 252	4225	3125	2850	5640	2945	3670	6415	6415	—
DF-600 to 607, 610 to 616	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895	3500	2350	2150	5000	2250	3000	5300	5300	5000
DF-608, 609	5720 to 5722	2451	1808	1646	3280	1701	2126	4236	4236	3280
DF-617, 618, 620	7200 to 7237, 7300 to 7309	4000	2686	2457	5714	2572	3429	6057	6057	5714
DF-619, 622	7500 to 7527	5000	3355	3070	7140	3215	4285	①7570	①7570	7140
DF-621	7400 to 7407	4500	3020	2765	6425	2890	4240	6810	6810	6425
DS-6	10	1150	850	790	1550	820	990	2310	2310	1550
DS-105, 111, 112, 114	30 to 71, 89 to 94, 95 to 104	1750	1300	1200	2350	1250	1500	3500	3500	2350
DS-109	72 to 88	1750	1300	1200	2350	1250	1500	3500	3500	2350
DS-300, 301, 302	187 to 188, 189 to 190, 177 to 184	3450	2550	2300	4650	2400	3000	5850	5850	4650
DS-303	185 to 186	4250	3150	2900	5700	3000	3700	6500	6500	5700
DS-400, 401, 402	108 to 112, 113 to 118, 123 to 128	1850	1375	1350	2500	1450	1650	3500	3500	2500
DS-602	12 to 16	1350	1000	900	1800	1000	1150	2700	2700	1800
SSW Engines Z-15	925 to 959	7500	5250	5000	10000	5850	6650	8000	8000	10000
Z-17 .5-B-B	820 to 831	3500	2350	2150	5000	2250	3000	5300	5300	5000
Z-20-B-B	800 to 819	4000	2686	2457	5714	2572	3429	6057	6057	5714
Z-22-B-B	750 to 759	4500	3020	2665	6425	2890	4240	6810	6810	6425
Z-24-C-C	850 to 859	4225	3125	2850	5640	2945	3670	6415	6415	—

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

Ratings shown for nominal class DF-1-15 and SSW Class Z-15 engines are applicable to 4-unit engines. To determine rating of engine with other than 4 units, divide published rating by 4 and multiply by number of units comprising the engine consist.

① Restricted to 40 MPH.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	Ennis to Ft. Worth	Ft. Worth to Ennis	Ennis and Hearne	Hearne and College Station	College Station to Hempstead	Hempstead to College Station	Hempstead and Houston	Hearne and Yoakum	Brenham and Austin	Austin and Stolz MP 90.5	Stolz MP 90.5 and Llano	Waco and Bremond	Cameron and Waco
DF-1 to 11, 13	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553	6000	5600	7600	6800	9200	8000	10000	6800	6800	6400	6400	6800	6800
DF-14	600 to 637, 700 to 725	10800	9400	12200	11120	17040	13900	21200	11120	9400	10080	10080	10240	10200
DF-12, 15	6446 to 6462	6000	5600	7600	6800	9200	8000	10000	6800	6800	6400	—	6800	6800
DF-100	5200 to 5202	2700	2550	3275	2980	4615	3745	5850	2980	2550	2700	2700	2750	2740
DF-101, 103, to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278	2700	2550	3275	2980	4615	3745	5850	2980	2550	2700	2700	2750	2740
DF-109,111	4903 to 4905, 5252	2700	2550	3275	2980	4615	3745	5850	2980	2550	2700	③2700	—	—
DF-114, 116 to 118	5279 to 5293, 5308 to 5435	1500	1400	1900	1750	2300	2000	2250	1750	1750	1600	1600	—	—
DF-124, 125	5439 to 5493	2520	2350	3050	2780	4260	3475	4512	2127	1808	1892	1892	—	—
DF-115, 119, 123, 126	155 to 176, 5448, 5494 to 5507	3350	3150	4075	3690	5695	4625	6500	3900	3150	3350	3350	3410	3375
DF-502	250 to 252	3335	3130	4040	5645	5695	4500	6415	3670	3130	3250	3395	—	—
DF-600 to 607, 610 to 616	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895	2520	2350	3050	2780	4260	3475	5300	2780	2350	2520	2520	2560	2550
DF-608, 609	5720 to 5722	1927	1808	2342	3280	3280	2667	4512	2127	1808	1892	1892	1964	1964
DF-617, 618, 620	7200 to 7237, 7300 to 7309	2880	2686	3486	3177	4869	3972	6057	3172	2686	2880	2880	2926	2914
DF-619, 622	7500 to 7527	3600	3355	4355	3970	6085	4965	7570	3971	3355	3600	—	3640	3655
DF-621	7400 to 7407	3240	3020	3920	3570	5475	4465	6810	3570	3020	3240	—	3290	3275
DS-6	10	900	850	1100	995	1560	1260	1980	995	850	900	900	920	910
DS-105, 111, 112, 114	30 to 71, 89 to 94, 95 to 104	1395	1300	1675	1530	2390	1940	3500	1530	1300	1395	③1395	1420	1400
DS-109	72 to 88	1210	1130	1475	1340	2080	1685	2640	1340	1130	1210	③1210	1240	1225
DS-300, 301, 302	187 to 188, 189 to 190, 177 to 184	2700	2550	3275	2980	4615	3745	5850	2980	2550	2700	2700	2750	2740
DS-303	185 to 186	3350	3150	4075	3690	5695	4625	6500	3690	3150	3350	3350	3410	3375
DS-400, 401, 402	108 to 112, 113 to 118, 123 to 128	1465	1375	1775	1615	2500	2030	3500	1615	1375	1465	③1465	1500	1475
DS-602	12 to 16	1030	960	1260	1140	1780	1440	2700	1140	960	1030	1030	1060	1050
SSW Engines Z-15	925 to 959	6000	5600	7600	6800	9200	8000	10000	6800	6800	6400	③6400	6800	6800
Z-17 5-B-B	820 to 831	2520	2350	3050	2780	4260	3475	5300	2780	2350	2520	—	2560	2550
Z-20-B-B	800 to 819	2880	2686	3486	3177	4869	3972	6057	3172	2686	2880	—	2926	2914
Z-22-B-B	750 to 759	3240	3020	3920	2570	5475	4463	6810	3570	3020	3240	—	3290	3275
Z-24-C-C	850 to 859	3335	3130	4040	5645	5695	4500	6415	3670	3130	3250	3250	3395	3395

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

Ratings shown for nominal class DF-1-15 and SSW Class Z-15 engines are applicable to 4-unit engines. To determine rating of engine with other than 4 units, divide published rating by 4 and multiply by number of units comprising the engine consist.

③ Restricted to 15 MPH.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	Denison and Sherman	Sherman and Miller	Miller and Ennis	Dallas to Seagoville	Seagoville to Dallas	Seagoville to Mabank	Mabank to Athens	Athens to **MP 212**	Jacksonville to Nacogdoches	**MP 212** to Jacksonville	Nacogdoches to Mahl	Mahl to Jacksonville	**MP 206.38** to Seagoville	Jacksonville to **MP 206.38**
DF-1 to 11, 13	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553	5200	5800	6000	14000	14400	9640	7320	9640	9640	6760	6760	9640	9640	6760
DF-14	600 to 637, 700 to 725	8900	9800	10800	19000	20720	13900	10580	13900	13900	9800	9800	13900	13900	9800
DF-12, 15	6446 to 6462	5200	5800	6000	14000	14400	9640	7320	9640	9640	6760	6760	9640	9640	6760
DF-100	5200 to 5202	2400	2630	2700	5170	5680	3745	2835	3745	3745	2630	2630	3745	3745	2630
DF-101, 103, to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278	2975	3200	3350	6375	6500	4635	3510	4625	4625	3200	3200	4625	4625	3200
DF-109,111	4903 to 4905, 5252	2400	2630	2700	5170	5650	3745	2835	3745	3745	2630	2630	3745	3745	2620
DF-114, 116 to 118	5279 to 5293, 5308 to 5435	1300	1450	1500	3500	3600	2410	1830	2410	2410	1690	1690	2410	2410	1690
DF-124, 125	5439 to 5493	2225	2450	2520	4750	5180	3475	2645	3475	3475	2450	2450	3475	3475	2450
DF-115, 119, 123, 126	155 to 176, 5448, 5494 to 5507	2975	3200	3350	6375	6500	4625	3510	4625	4625	3200	3200	4625	4625	3200
DF-502	250 to 252	2965	3245	3335	6310	6415	4500	3995	4595	4595	3245	3245	4500	4500	3245
DF-600 to 607, 610 to 616	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895	2225	2450	2520	4750	5180	3475	2645	3475	3475	2450	2450	3475	3475	2450
DF-608, 609	5720 to 5722	1701	1874	1927	3668	4004	2667	2022	2667	2667	1891	1891	3048	3048	1891
DF-617, 618, 620	7200 to 7237, 7300 to 7309	2543	2800	2880	5429	5920	3972	3023	3972	3972	2800	2800	3972	3972	2800
DF-619, 622	7500 to 7527	3180	3500	3600	6785	7400	4965	3780	4965	4965	3500	3500	4965	4965	3500
DF-621	7400 to 7407	2860	3150	3240	6105	6655	4465	3400	4465	4465	3150	3150	4465	4465	3150
DS-6	10	800	875	900	1750	1900	1260	945	1260	1260	875	875	1260	1260	875
DS-105, 111, 112, 114	30 to 71, 89 to 94, 95 to 104	1225	1350	1395	2650	2900	1940	1460	1940	1940	1350	1350	1940	1940	1350
DS-109	72 to 88	1050	1175	1210	2325	2550	1685	1230	1685	1685	1175	1175	1685	1685	1175
DS-300, 301, 302	187 to 188, 189 to 190, 177 to 184	2400	2630	2700	5170	5650	3745	2835	3745	3745	2630	2630	3745	3745	2630
DS-303	185 to 186	2975	3200	3350	6375	6500	4635	3510	4625	4625	3200	3200	4625	4625	3200
DS-400, 401, 402	108 to 112, 113 to 118, 123 to 128	1290	1425	1465	②2800	②3050	②2030	②1535	②2030	②2030	②1425	②1425	②2030	②2030	②1425
DS-602	12 to 16	900	1000	1030	2000	2175	1440	1085	1440	1440	1000	1000	1440	1440	1000
SSW Engines Z-15	925 to 959	5200	5800	6000	14000	14400	9640	7320	9640	9640	6760	6760	9640	9640	6760
Z-17 .5-B-B	820 to 831	2225	2450	2520	4750	5180	3745	2645	3475	3475	2450	2450	3475	3475	2450
Z-20-B-B	800 to 819	3543	2800	2880	5429	5920	3972	3023	3972	3972	2800	2800	3972	3972	2800
Z-22-B-B	750 to 759	2860	3150	3240	6105	6635	4465	3400	4465	4465	3150	3150	4465	4465	3150
Z-24-C-C	850 to 859	2965	3245	3335	6310	6415	4500	3995	4595	4595	3245	3245	4500	4500	3245

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

Ratings shown for nominal class DF-1-15 and SSW Class Z-15 engines are applicable to 4-unit engines. To determine rating of engine with other than 4 units, divide published rating by 4 and multiply by number of units comprising the engine consist.

② Restricted to 30 MPH.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBER	Houston and Galveston	Houston to Goodrich	Goodrich to Nacogdoches	Nacogdoches to Appleby	Appleby to Garrison	Garrison to Shreveport	SSW Yard to Jordan	Shreveport Yd. to Joaquin	Joaquin to Garrison	Garrison to Appleby	Appleby to Diboll	Diboll to MP 98.5	MP 98.5 to Moscow	Moscow to Leggett	Leggett to Napier	Napier to Houston
DF-1 to 11, 13	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553	14920	10000	6250	6000	6000	6000	6000	6250	6000	6000	6250	6250	6250	6250	8000	10000
DF-14	600 to 637, 700 to 725	21200	21200	10600	8800	7300	9100	8660	10200	8660	7300	10240	8800	9240	10240	18400	21200
DF-12, 15	6446 to 6462	14920	10000	6250	6000	6000	6000	6000	6250	6000	6000	6250	6250	6250	6250	8000	10000
DF-100	5200 to 5202	5850	5850	2850	2350	1950	2700	2300	2740	2300	1950	2750	2350	2470	2750	5000	5850
DF-101, 103 to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278	5850	5850	2850	2350	1950	2700	2300	2740	2300	1950	2750	2350	2470	2750	5000	5850
DF-109, 111	4903 to 4905, 5252	6500	6500	3500	2925	2250	3350	2875	3375	2875	2250	3410	2925	3060	3410	6160	6500
DF-114, 116 to 118	5279 to 5293, 5308 to 5435	3755	2250	1565	1500	1500	1500	1500	1565	1500	1500	1565	1565	1565	1565	2000	2500
DF-124, 125	5439 to 5493	5300	5300	2650	2200	1825	2525	2165	2550	2165	1825	2560	2200	2310	2560	4600	5300
DF-115, 119, 123, 126	155 to 176, 5448, 5494 to 5507	6500	6500	3500	2925	2250	3350	2875	3375	2875	2250	3410	2925	3060	3410	6160	6500
DF-502	250 to 252	6415	6415	3630	2900	2415	3330	2850	3365	2850	2415	3395	2895	3045	3395	6100	6415
DF-600 to 607, 610 to 616	240 to 249, 400 to 458, 5600 to 5719 5723 to 5895	5300	5300	2650	2200	1825	2525	2165	2550	2165	1825	2560	2200	2310	2560	4600	5300
DF-608, 609	5720 to 5722	4512	4512	2022	1673	1391	1926	1646	1946	1646	1391	1964	1673	1761	1964	3548	4512
DF-617, 618, 620	7200 to 7237, 7300 to 7309	6057	6057	3029	2514	2086	2886	2474	2914	2474	2086	2926	2514	2640	2926	5257	6057
DF-619, 622	7500 to 7527	7570	7570	3785	3140	2605	3605	3090	3640	3090	2605	3655	3140	3300	3655	6570	7570
DF-621	7400 to 7407	6810	6810	3405	2825	2345	3245	2780	3275	2780	2345	3290	2825	2970	3290	5910	6810
DS-6	10	1980	1980	950	975	600	900	750	910	750	600	920	775	820	920	1690	1980
DS-105, 111, 112, 114	30 to 71, 89 to 94, 95 to 104	3040	3040	1450	1200	1000	1375	1175	1400	1175	1000	1420	1200	1270	1420	2575	3040
DS-109	72 to 88	2640	2640	1250	1050	875	1200	1025	1225	1025	875	1240	1050	1100	1240	2250	2640
DS-300, 301, 302	187 to 188, 189 to 190, 177 to 184	5850	5850	2850	2350	1950	2700	2300	2740	2300	1950	2750	2350	2470	2750	5000	5850
DS-303	185 to 186	6500	6500	3500	2925	2250	3350	2875	3375	2875	2250	3410	2925	3060	3410	6160	6500
DS-400, 401, 402	108 to 112, 113 to 118, 123 to 128	3160	3160	1550	1275	1050	1450	1250	1475	1250	1050	1500	1275	1335	1500	2700	3160
DS-602	12 to 16	2700	2700	1100	900	735	1040	875	1050	875	735	1060	900	940	1060	1930	2700
SSW Engines Z-15	925 to 959	14920	10000	6250	6000	6000	6000	6000	6250	6000	6000	6250	6250	6250	6250	8000	10000
Z-17.5-B-B	820 to 831	5300	5300	2650	2200	1825	2525	2165	2550	2165	1825	2560	2200	2310	2560	4600	5300
Z-20-B-B	800 to 819	6057	6057	3029	2514	2086	2886	2474	2914	2474	2086	2926	2514	2640	2926	5257	6057
Z-22-B-B	750 to 759	6810	6810	3405	2825	2345	3245	2780	3275	2780	2345	3290	2825	2970	3290	5910	6810
Z-24-C-C	850 to 859	6415	6415	3630	2900	2415	3330	2850	3365	2850	2415	3395	2895	3045	3395	6100	6415

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

Ratings shown for nominal class DF-1-15 and SSW Class Z-15 engines are applicable to 4-unit engines. To determine rating of engine with other than 4 units, divide published rating by 4 and multiply by number of units comprising the engine consist.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	Tower 17 and Victoria	Guy and Guy Jct.	Wharton and Palacios	Yoakum to Cuero	Cuero to Yoakum	River Jct. and Kenedy	Victoria and Cuero	Cuero and Stockdale	Glidden to Ramsey	Ramsey to Houston	Houston to Glidden	Bellaire Jct. and Eagle Lake	Eagle Lake and Sheridan	Victoria and Port Lavaca
DF-1 to 11, 13	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553	14920	14920	14920	7400	7300	6600	12000	6400	12840	15670	12840	15670	15670	14920
DF-14	600 to 637, 700 to 725	21200	21200	21200	11200	10600	9400	20000	9200	21200	22600	21200	21200	21200	21200
DF-12, 15	6446 to 6462	14920	14920	14920	7400	7300	——	12000	6400	12840	15670	12840	15670	——	14920
DF-100	5200 to 5202	5850	5850	5850	2900	2850	2500	4650	2500	5850	6140	5850	6140	6140	5850
DF-101, 103, to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278	5850	5850	5850	2900	2850	2500	4650	2500	5850	6140	5850	6140	6140	5850
DF-109,111	4903 to 4905, 5252	6500	6500	6500	3600	3500	3150	5700	3100	6800	6900	6800	6900	6900	6500
DF-114, 116 to 118	5279 to 5293, 5308 to 5435	3730	3730	3730	1850	1825	1650	3000	1600	3210	3917	3210	3917	3917	3730
DF-124, 125	5439 to 5493	5300	5300	5300	2800	2650	2350	5000	2300	5300	5565	5300	5300	5300	5300
DF-115, 119, 123, 126	155 to 176, 5448, 5494 to 5507	6500	6500	6500	3600	3500	3150	5700	3100	6800	6900	6800	6900	6900	6900
DF-502	250 to 252	6415	6415	6415	3565	3495	3130	3670	3130	6310	6310	6310	6310	6310	6310
DF-600 to 607, 610 to 616	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895	5300	5300	5300	2800	2650	2350	5000	2300	5300	5565	5300	5300	5300	5300
DF-608, 609	5720 to 5722	4512	4512	4512	2663	2022	——	2126	1808	4096	4512	4096	4096	——	4096
DF-617, 618, 620	7200 to 7237, 7300 to 7309	6057	6057	6057	3200	3029	2686	5714	2628	6057	6360	6057	6057	6057	6057
DF-619, 622	7500 to 7527	7570	7570	7570	4000	3785	——	3285	7570	7950	7570	7570	7570	——	7570
DF-621	7400 to 7407	6810	6810	6810	3600	3405	——	6425	2955	6810	7150	7150	7150	——	7150
DS-6	10	1980	1980	1980	1000	950	850	995	850	1980	2080	1980	1980	1980	1980
DS-105, 111, 112, 114	30 to 71, 89 to 94, 95 to 104	3500	3500	3500	3040	1530	1450	1300	1530	1300	3040	3190	3040	3040	3040
DS-109	72 to 88	2640	2640	2640	1460	1250	1130	1340	1130	2640	2770	2640	2640	2640	2640
DS-300, 301, 302	187 to 188, 189 to 190, 177 to 184	5850	5850	5850	2900	2850	2550	2980	2550	5850	6140	5850	5850	5850	5850
DS-303	185 to 186	6500	6500	6500	3600	3500	3150	5700	3100	6800	6900	6800	6800	6800	6800
DS-400, 401, 402	108 to 112, 113 to 118, 123 to 128	3500	3500	3500	1750	1700	1500	2500	1400	3160	3320	3160	3160	3160	3160
DS-602	12 to 16	2700	2700	2700	1150	1100	1000	1800	950	2250	2360	2350	2350	2350	2350
SSW Engines Z-15	925 to 959	10000	10000	14920	6600	6600	6600	7250	6400	12840	5670	12840	15670	15670	10000
Z-17 5-B-B	820 to 831	5300	5300	5300	2800	2650	2350	5000	2300	5300	5565	5300	5565	5565	5300
Z-20-B-B	800 to 819	6057	6057	6057	3200	3029	2686	5114	2686	6057	6360	6057	6360	6360	6057
Z-22-B-B	750 to 759	6810	6810	6810	3600	3405	3020	6425	2945	6810	7150	6810	7150	7150	6810
Z-24-C-C	850 to 859	6415	6415	6415	3565	3495	3130	3670	3130	6360	6310	6310	6310	6310	6415

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

Ratings shown for nominal class DF-1-15 and SSW Class Z-15 engines are applicable to 4-unit engines. To determine rating of engine with other than 4 units, divide published rating by 4 and multiply by number of units comprising the engine consist.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

RULE 82-A. Eastward first-class and extra trains originating San Antonio may assume the schedule or section, or run extra, as ordered, without a clearance, but must obtain clearance OK'd by Chief Train Dispatcher before leaving East Yard.

RULE 83-A. At Flatonia all trains will register.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

East Yard	No. 1 and No. 2
Flatonia	All Trains
Glidden	First Class Trains

RULE 95. Sections of eastward first-class trains originating at San Antonio may be authorized at East Yard by clearance bearing the words "Green Signals" or "No Signals".

RULE 208. Fourth paragraph will not apply to westward trains at Flatonia. Train order restricting movement of westward train at that station may be delivered at Flatonia while train is moving but the operator must not clear the interlocking signal at leaving end of siding until train has stopped or restriction has expired.

RULE 221. East Yard is a train-order office for eastward trains only.

SPECIAL INSTRUCTIONS—ENNIS SUBDIVISION

RULE 82-A. Eastward trains of the Jacksonville Branch originating at Miller must obtain clearance at Belt Junction.

Trains originating Peach Street Jct. and Brazos Jct. will obtain clearance at East Waco (S.S.W. Yard).

StLSF&T Ry. Co. trains originating at Frisco Jct. or South Sherman Jct. must obtain Southern Pacific Company's clearance and train orders, if any, at Irving or Sherman, clearance to be OK'd by Chief Train Dispatcher.

RULE 83. An inferior train identifying a superior train in either direction within CTC limits between T&P Jct. and Miller and at Bremond or Seger will not be required to check against the same train before leaving CTC limits.

RULE 83-A. At the following stations, only the trains indicated will register:

North Sherman Junction	Trains originating or terminating.
Sherman	Trains originating or terminating.
Belt Junction	Trains to or from Jacksonville Branch.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Denison	Trains to or from the StLSF&T Railway.
Belt Junction	Trains to or from Jacksonville Branch.

RULE 221. Following are train-order offices only as indicated:

North Sherman Jct.	Trains originating
Belt Junction	Eastward Jacksonville Branch trains
Eureka	Westward trains
Denison	9:00 AM to 5:00 PM and 10:00 PM to 6:00 AM daily
Bremond	Westward Ennis Line trains

Light will not be displayed in train-order signal McKinney except when train-order operator on duty.

SPECIAL INSTRUCTIONS—GLIDDEN SUBDIVISION

RULE 82-A. Westward first-class and extra trains originating at Houston may assume the schedule or section, or run extra, as ordered, without a clearance, but must obtain clearance OK'd by Chief Train Dispatcher before leaving Eureka.

GC&SF trains originating at Tower 81 must obtain Southern Pacific Company's clearance OK'd by Chief Train Dispatcher at BX (Union Station) Houston, authorizing movement from Tower 81 and GC&SF trains originating or terminating at Tower 81 will register as prescribed by rule 83-A on train register of the HB&T BX (Union Station), Houston.

RULE 83. Westward trains enroute Bellaire Branch via Bellaire Junction may identify an eastward train from the Bellaire Branch only between Boulevard Junction and Bellaire Junction to be applied at Bellaire Junction.

RULE 83-A. At the following stations, only trains indicated will register:

Tower 17	No. 1 and trains originating or terminating.
Houston	Trains originating or terminating.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Glidden	First-class trains.
Tower 17	No. 1 and trains originating or terminating.

RULE 95. Sections of westward first-class trains may be authorized at Eureka by clearance bearing the words "green signals" or "no signals".

RULE 208. Fourth paragraph will not apply to westward trains at Tower 17. Train order restricting movement of a westward train at that station may be delivered while train is moving but the operator must not clear the interlocking signal at leaving end of siding until train has stopped or restriction has expired.

RULE 221. Eureka is a train-order office for westward trains only.

SPECIAL INSTRUCTIONS—VICTORIA SUBDIVISION

RULE 82-A. Crew arriving Kenedy or River Junction, or any intermediate station between Kenedy and River Junction, on No. 377, may assume schedule of No. 378 at such station without clearance, and without train-order authority.

Crew arriving Palacios, or any intermediate station, on No. 381 may assume schedule of No. 382 at such station without clearance, and without train-order authority.

Crew assigned to No. 376 may assume the schedule of No. 376 and leave Stockdale without clearance.

RULE 83-A. At the following stations only the trains indicated will register:

Wharton	Trains originating or terminating.
Wharton Jct.	Trains directed by train order.
Newgulf	Westward trains.

RULE 83-B. Trains originating or terminating at Tower 17 may register by ticket.

RULE 221. Trains of both Yoakum Branch and Cuero Branch will be governed by train-order signal located at freight station, Cuero. Arm on side next to freight station governs westward trains on Cuero Branch and eastward trains on Yoakum Branch; arm on opposite side governs eastward trains on Cuero Branch and westward trains on Yoakum Branch.

Light will not be displayed in train-order signal, Cuero, except when train-order operator on duty.

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Dr. F. K. Dornak	2
Dr. Wm. J. Bragg	4
Dr. W. G. Bryan	4
Dr. John B. Burrows	4
Dr. W. Frank Cole	4
Dr. E. S. Crocker	4
Dr. Frank J. Ernst	4
Dr. Donald M. Gready	4
Dr. James H. Hollimon	4
Dr. T. E. Lowe	4
Dr. P. E. Lowe	4
Dr. Arthur E. Moers	4
Dr. Robert O. Moers	4
Dr. John R. Schmitt	4
Dr. Harold B. Schaffner	4
Dr. R. F. Zepeda	4
Alice	
Dr. Glenn T. Howard	3
Dr. G. G. Wyche, Sr.	3
Dr. W. H. Newkirk	4
Alpine	
Dr. John W. Pate	4
Dr. A. R. Ponton	4
Athens	
Dr. R. E. Henderson	4
Austin	
Dr. Seldon O. Baggett	4
Dr. E. V. Chauvin	4
Dr. S. H. Dryden	3
Dr. James W. Eckhardt	3
Dr. B. J. Johnson	4
Dr. H. L. Klotz	3
Dr. Otto Lippmann	4
Dr. Richard A. Lucas	4
Dr. Pruett Watkins	4
Dr. H. L. Hilgartner	9
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Dr. Lane Barbour	4
Beeville	
Dr. H. E. Lancaster	4
Dr. E. E. Miller	4
Dr. Scott E. McNeill	4
Bertram	
Dr. Jack G. Duffy	4
Boerne	
Dr. Gilbert C. Gremmel	4
Bremond	
Dr. J. G. Sanders	4
Brenham	
Dr. W. F. Hasskarl	4
Dr. W. F. Hasskarl, Jr.	4
Dr. O. F. Schoenvogel	4
Brownsville	
Dr. John C. Withers	9
Dr. Andrew W. Para	3
Bryan	
Dr. Joseph M. Cox	4
Dr. Dwight W. Andres	4
Dr. R. B. Grant	4
Dr. J. E. Marsh, Jr.	4
Dr. Albert McGill	4
Dr. T. T. Walton, Jr.	4
Dr. L. O. Wilkerson	4
Dr. Thomas T. Walton	4
Burleson	
Dr. Clarence E. Brown	4
Burnet	
Dr. J. A. Shepperd	4
Burton	
Dr. C. E. Southern	4
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Dr. Albert E. Gollo	4
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Dr. Wm. C. Taylor, Jr.	4
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Dr. Clifford G. Swift	4
Carmine	
Dr. A. C. Miller	4
Castroville	
Dr. Robert R. Eckert	4
Cleveland	
Dr. E. B. Clements	3
Dr. Robert L. Gordon	4
College Station	
Dr. J. E. Marsh	4
Columbus	
Dr. R. Cecil Marburger	4
Dr. C. I. Schult	3
Dr. James H. Wooten, Jr.	4
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Dr. C. C. Jones	4
Dr. James T. Rountree	4
Commerce	
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Dr. Osler Y. Janes	4
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Dr. Kleberg Eckhardt	4
Dr. D. B. Fraser	4
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Dr. George Schuster, III	4
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Cushing	
Dr. W. K. Bowden	4
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Dr. Kelly Cox	9
Dr. Hudson Dunlap	6
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Dr. W. G. Reddick	4
Dr. David S. Stayer	8
Del Rio	
Dr. Fermin Calderon	4
Dr. Hi Eastland Newby	4
Dr. George H. Herrmann	4
Dr. Louis M. Cartall	4
Dr. Robert W. Paret	4
Denison	
Dr. W. D. Blassingame	4
Dr. S. L. Clayton	4
Dr. John C. Saunders	4
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Dr. J. C. Laughlin	4
Dr. J. R. Laughlin	4
Dr. Raymond R. Thomas	4
Eagle Pass	
Dr. Ellis F. Gates	3
Dr. George Allen Burgess	4
Edna	
Dr. Joseph Bader	4
Dr. James R. Sawyers	4
Dr. R. W. Wells	4
Edinburg	
Dr. Joe W. May	3
Dr. L. M. Southwick	4
El Campo	
Dr. J. F. Halamicek	4
Dr. L. B. Johnson	4
Elgin	
Dr. Roy H. Morris	4
El Paso	
Dr. E. W. Rheinheimer	5
Dr. Russell Holt	3
Dr. W. L. Pierce	3
Schuster, Schuster, Walker & Morton	9
Dr. Bradford Hardie	9
Ennis	
Dr. J. R. Jeter	8
Dr. W. P. McCall	8
Dr. A. L. Thomas	8
Eustace	
Dr. L. L. Cockerell	4
Fabens	
Fabens Clinic	4
Falfurrias	
Dr. R. S. Penly	3
Ferris	
Dr. Ben Stein	4
Flatonia	
Dr. Gene Schulze	4
Floresville	
Dr. Sam A. Nixon	4
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Dr. Robert C. Barker	4
Dr. Roy E. Snyder	4
Dr. J. Russell Lambert	4
Dr. Paul M. Pumphrey	4
Dr. Donald N. Matheson	9
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Dr. M. A. King	4
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Dr. J. M. Bauknight	4
Garrison	
Dr. B. M. McLain	4
Dr. L. W. Snider	4
Giddings	
Dr. S. W. Mantzel	3
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Dr. Stanley Cox	4
Dr. T. R. Wilson	4
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Dr. George L. Gallahar	4
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Dr. G. E. Thurman	4
Dr. Donald E. Schultz	4
Dr. J. C. Kuppinger	9
Dr. E. J. Ashcraft, Jr.	9
Dr. T. J. Lamotte	9
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Dr. E. M. Boyd	5
Dr. Ray Cruse	4
Dr. Kenar Kennamer	4
Hempstead	
Dr. S. C. Walker	3
Hondo	
Dr. W. B. Meyer	4
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Dr. H. E. McKay, Jr.	4
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Dr. Irwin H. Stolzar	7
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Dr. L. L. Travis	4
Dr. R. T. Travis	3
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Dr. Wm. deVlaming	3
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Dr. R. Knapp	3
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Dr. Mason E. Brock	4
LaGrange	
Dr. E. T. Williams	4
Leander	
Dr. C. R. Miller	4
Livingston	
Dr. J. H. Dameron	3
Dr. T. L. Gardner	3
Dr. J. T. Dabney, Jr.	4
Llano	
Dr. H. J. Hoerster	4
Los Fresnos	
Dr. S. A. Youngberg, Jr.	4
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Dr. J. H. Boyd	4
Lufkin	
Dr. L. H. Denman	4
Dr. Peyton L. Denman	4
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Dr. John M. Hooper	4
Dr. Glenn C. Mitchell	4
Mabank	
Dr. R. L. Hamilton	4
Mansfield	
Dr. Percy L. Cook	4
Dr. Wm. R. Gardner	4
Marfa	
Dr. Walter H. Stover	3
Marlin	
Dr. J. B. Barnett	4
Dr. J. S. Bussell	4
Dr. M. A. Davison	4
Dr. Joseph C. Gallagher	9
Dr. T. G. Glass	4
Dr. E. P. Hutchins	9
Dr. H. O. Smith	4
Dr. Walter S. Smith	4
Mathis	
Dr. R. M. Gilmore	4
Mexia	
Dr. M. I. Barger	4
Dr. Wm. L. Carrington	4
Muldoon	
Dr. E. T. Williams	4
Nacogdoches	
Dr. J. F. Beall	3
Dr. C. F. Neuville	9
Navasota	
Dr. S. D. Coleman	4
Needville	
Dr. Sam Boswell	4
Dr. J. C. Yelderman	4
New Gulf	
Dr. R. G. Johnson	4
New Willard	
Dr. Roy E. Stivison	4
Nixon	
Dr. Charles R. Ridge	4
Nordheim	
Dr. N. C. Boethel	4
Orange Grove	
Dr. J. A. Moet	4
Palestine	
Dr. R. H. Bell	4
Dr. A. D. Wages	9
Paris	
Dr. R. L. Lewis	3
Dr. Owen R. O'Neill	6
Pasadena	
Dr. J. L. Montgomery	4
Ponta	
Dr. P. E. Jones	4
Port Lavaca	
Dr. York Lancaster	4
Poyner	
Dr. M. A. King	4
Premont	
Dr. H. R. Buck	4
Rockdale	
Dr. T. S. Barkley	4
Dr. T. C. Green	4
Rockport	
Dr. L. G. Wood	4
Rosebud	
Dr. H. J. Swepston	4
Dr. H. B. Halbert	4
Rosenberg	
Dr. Sam Boswell	4
Dr. Franz E. Amman	4
Dr. R. L. Yelderman	3
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Dr. T. H. Cobble	4
Sabinal	
Dr. B. Lamar Jacques	4
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Dr. Harold D. Buttery	4
Dr. E. P. McCabe	4
Dr. Marion W. McCurdy	9
Dr. T. W. Folbre	9
Dr. A. F. Clark, Jr.	9
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Dr. J. Howard Frederick	4
Sanderson	
Dr. C. H. Spencer	4
Schulenburg	
Dr. L. J. Peters	4
The Mikesky Clinic	4
Seabrook	
Dr. L. A. Wilcox	4
Seagoville	
Dr. A. B. Watkins	4
Seguin	
Dr. Robert S. Ray	4
Dr. J. C. Douthett	9
Dr. Allen I. Heinen	4
Dr. Andrew Raetzsch	4
Shepherd	
Dr. DuWayne Mitchell	4
Sherman	
Medical Arts Clinic	3
Dr. A. W. Stoolfire	8
Dr. Thomas R. Shea	7
Shiner	
Dr. Robert J. Wagner	4
Dr. R. W. Williams	4
Shreveport	
Dr. H. J. Quinn	3
Dr. David C. Swearingen	6
Dr. J. Paul Swearingen	9
Spofford	
Dr. Maxine J. Surber	4
Sugar Land	
Dr. H. D. Kuykendall	4
Dr. C A. Slaughter	4
Taft	
Dr. A. F. Tasch	4
Tenaha	
Dr. R. A. Chatelain	4
Terrell	
Dr. E. D. Lane	4
Texas City	
Dr. George W. Beeler	4
Dr. B. P. Fleming	4
Uvalde	
Dr. G. H. Merritt	3
Dr. Hershall LaForge	3
Dr. Richard C. Rankin	3
Dr. L. E. Guice	4
Dr. Dean P. Dimmitt	4
Van Alstyne	
Dr. F. M. Sporer	4
Van Horn	
Dr. Bill C. Lipsey	4
Victoria	
Dr. Ern C. Mooney	5
Dr. A. H. Shields	3
Dr. Jerry W. Crabtree	4
Dr. F. S. Ted Shields	4
Dr. W. W. Sale	9
Dr. R. A. Stevenson, Jr.	4
Dr. G. C. Pyle	7
Waco	
Dr. Boyd Alexander	4
Dr. H. T. Aynesworth	9
Dr. C. H. Brooks	9
Dr. John E. Lattimore	3
Dr. James H. Scruggs	7
Waelder	
Dr. S. M. Ponder	4
Waller	
Dr. Dallas D. Miles	4
Waxahachie	
Dr. T. G. Estes	9
Dr. M. E. Hastings	4
Dr. W. C. Tenery	4
Dr. William H. Lindsey	4
Wharton	
Dr. Robert B. Caraway	4
Dr. Seale C. Cutbirth	4
Dr. John T. Davis	4
Dr. Howard Z. Fretz	4
Dr. Fred W. Kolle	4
Dr. Raymond D. Little	4
Dr. J. C. Werner	4
Dr. Clinton E. Woodson	4
Wortham	
Dr. Norris Dean Buchmeyer	4
Yoakum	
Dr. Robert M. Milner	5
Dr. John E. Trott	4
Yorktown	
Dr. L. W. Nowierski	4

1. Chief Surgeon
2. Asst. Chief Surgeon
3. Examining Surgeon
4. Local Surgeon
5. Division Surgeon
6. Associate Division Surgeon
7. Eye
8. Ear, Nose, and Throat
9. Eye, Ear, Nose and Throat

HOSPITALS

GENERAL HOSPITAL

Houston

EMERGENCY HOSPITALS

El Paso
Hotel Dieu
Del Rio
Medical & Surgical Clinic
San Antonio
Santa Rosa Infirmary
Victoria
Victoria Hospital
Citizens Memorial Hospital
Corpus Christi
Spohn Hospital
Memorial Hospital
Shreveport
T. E. Schumpert Memorial
Galveston
St. Mary's Infirmary
Yoakum
Huth Memorial Hospital
Sherman
Wilson N. Jones Hospital
Dallas
Baylor Hospital
Fort Worth
St. Joseph Infirmary
Waco
Hillcrest Memorial Hospital
Providence Hospital
Austin
St. Davids Hospital
Jacksonville
Nan Travis Memorial